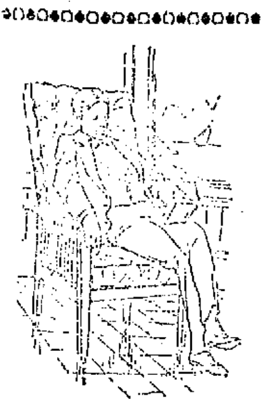
Newport Daily News.

DELIVERED TO 80 PER CENT OF THE RESIDENTS OF MIDDLETOWN AND PORTSMOUTH.

ESTABLISHED 1846. NEWPORT, R. I., THURSDAY, OCTOBER 19, 1899. PRICE TWO CENTS.



CHAIR COMFORT.

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346 Thames Street.

FRESH-KILLED

Partridges, Quail, Woodcock and othe game.

NOW IT IS NATAL.

Boer Advance Leads to Sharp Outpost Fighting.

Not Driven Back, and a Pitched Battle May Develop.

LONDON, Oct. 19.—Natal again claims a share of the attention which during the last few days has been focussed upon the beleaguered garrison at Mafeking. The combined advance of the Boer forces on the positions held by the British general commanding in Natal, Sir George Stewart White, has already occasioned a sharp affair of outposts, which possibly has since developed into a pitched battle. The Boers, according to the latest information at hand, do not appear to have been driven back. Perhaps, however, their movements are only a part of a general plan to isolate both Ladysmith and Glencoe from the south.

The simultaneous Boer movements from Acton Homes, from the west, and from Rorke's Drift and Helpmakaar, from the east, may indicate a projected attack upon the railway below Colenso. The movement from the east also suggests an attack upon the railway at Waschbank, between Ladysmith and Glencoe.

Military experts are inclined to the opinion that the troops at Glencoe are only a small rear guard left to attract the force under Commandant General Joubert, while General White's full strength is concentrated at Ladysmith, with a view of attacking the Orange Free State force while General Joubert is still 40 miles away.

Stories of British successes in the Mafeking district are so persistent that in the absence of contradiction from Boer sources they may be accepted as true in the main, although the alleged killing of 300 Boers is discredited. General Cronje's troops are regarded as the flower of the Transvaal forces.

Decisive fighting has still to occur on the western border and if, as was intimated in last night's despatches, reliefs are approaching from Rhodesia it will probably not be long delayed.

Portugal, according to a despatch from Berlin, has given distinct assurances of her neutrality. A continuance of commerce with the Transvaal by way of Delagoa Bay is therefore secured.

According to private information received here from Bloemfontein, Orange Free State, President Kruger telegraphed an account to President Stein of the affair at Kraaipan, where the Boers derailed and bombarded the British armed train carrying Captain Nesbit's party. Mr. Kruger said that Nesbit and seven men were seriously wounded, that no one was killed and that all the prisoners were well.

The Associated Press learns that the transports which will convey the army corps about to start for South Africa will go neither to Durban nor Cape Town, both of which are already overcrowded with refugees, but to Port Elizabeth, Port Alfred and East London, from which points railroads converge directly upon the Free State border, where concentration will be effected somewhere in the neighborhood of Norval's point. The advance will then begin toward Pretoria, straight through the Free State.

Advices from Cape Town dated yesterday say that the governor, Sir Alfred Milner, has issued a proclamation prohibiting the importation of all dangerous explosives.

BRITISH BEAT THE BOERS.

All Reports of the Fight at Mafeking Agree to That.

CAPE TOWN, Oct. 19.—A despatch from Kimberley, dated October 17, says: "All is well here. Colonel Hore engaged the Boers at Mafeking October 14 with great success. Mafeking was still safe October 15."

A special despatch to the Cape Argus reiterates the statement that in the fighting at Mafeking Colonel Hore repulsed the Boers, inflicting a loss of 300 men.

The Cape Times publishes the following despatch from Kimberley: "Reliable information from Mafeking says that an armored train while reconnoitering north of the town last Saturday engaged 500 Boers who suffered heavily. Colonel Fitzclarence's column foiled the Boers, inflicting severe loss. The British casualties were two killed and 14 wounded, two severely."

Complaints of Boer outrages upon the natives continue to arrive and serve further to inflame the Basutos and Zulus. Yesterday 150 Basutos from Johannesburg arrived at Burghersdorp, Cape Colony, and alleged that the Boers had robbed them wholesale and flogged them with "black-snakes." The party, which included a son of Chief Lerothodi, was supplied with provisions and the Basutos then started homeward, cheering for the queen and chanting war songs.

Oct. 18 (Delayed in transmission)—There is an incessant procession of applicants for active military service, and the new force of 3,000 mounted infantry which the imperial government has sanctioned will be quickly raised. The premier, W. P. Schreiner, continues to issue circulars to the Dutch residents, advising them to maintain strict loyalty to the imperial government. The best authorities here now agree that the danger of a general revolt is very slight.

MOVEMENT AT TINTWA PASS.

May Have Been a Feint or a Prelude to Boer Concentration.

DURBAN, Oct. 18 (Delayed in transmission)—The following official note has been issued regarding the Boer advance: "An Orange Free State force, with a few guns, moved about 10 miles down Tintwa pass, opening with artillery on small British cavalry patrols. The range was very distant and the shooting indifferent. The object may have been either a feint to draw our troops from the real point of attack or a prelude to Boer concentration against Ladysmith."

Evansville Shipping Mules for South Africa.

CHICAGO, Oct. 19.—A special to the Times-Herald from Evansville, Ind., says: An agent for the British government was in this city today and shipped 100 mules to St. Louis. They are intended for use in South Africa.

OCTOBER 10, 1899.

We have decided to hold a

RUG BARGAIN SALE!

To close out certain lots belonging to old invoices.
This sale includes

5 Persian Carpets, suitable for parlors and dining rooms, from $50 to $100; former prices $85 to $175.

50 fine Kazak Rugs at $25 only.

10 very large Japanese Rugs at $14 only. These are arge enough to cover the whole floor of a room.

KAZANJIAN & CO.

☞ Visit our furniture department, where new goods are shown every week.

Second Edition.

LOOKS LIKE NO RACE.

Wind Dropping and Almost a Flat Calm.

Columbia Turned the Outer Mark About Six Minutes Ahead.

NEW YORK, Oct. 19.—There was a cloudless blue sky over the Battery at 7 o'clock this morning, and a light but steady northwest breeze was blowing. The Long Island and Jersey shores of the upper bay were slightly covered with haze, but the indications were that the day would be clear and cooler, with light to fresh north to northwesterly winds.

Steamer Blackbird flying the Shamrock's flag was at her usual place, near the barge office, waiting for the guests of Sir Thomas Lipton, and four or five press despatch boats were also moored in that vicinity, awaiting the scribes who were to report what they hoped to be the last of the series of races this year for the America's cup. There was much speculation as to the result of the Shamrock's added ballast and increased water line. The old salts along the water front, however, adhered to their former statements that the Columbia had the stuff in her to beat the green flyer in any and all sorts of a breeze.

The Blackbird left the Battery shortly before 8 o'clock. Among those on board were Messrs. Abner McKinley, Jesse Callings, M. P., James Craig, William Lave, William Murray, William Gibson, Edward A. Sumner, E. Scott Watson, Charles A. Meltzer, Paul Waterlow, Miss Bond, Mrs. Ronald Stuart, Judge Littler, Q. C., and John Paltt.

The shore observers of the Associated Press were alert and weighing the weather soon after sunrise. Sandy Hook reported a good northwesterly breeze and promise of a fine race, and the seven other stations corroborated it and showed observation varying from five to 10 miles. The sea was smooth.

On board the Columbia and the Shamrock, the crews were up with the sun and soon afterwards had their jibs and staysails up in stops and covers off their mainsails, ready to make sail at a moment's notice. By 8 o'clock the Shamrock had been taken in tow by tug James A. Lawrence and was heading for the point of the Hook. She had her mainsail up and was sending a clubtopsail of small size aloft. The Columbia, which was then fast to her buoy, commenced hoisting her mainsail. Five minutes later the Shamrock was under sail in the lower bay. She had her mainsail, clubtopsail and jib set and was trying her new topmast.

One or two ocean liners going down the bay early in the morning saluted the yachts as they passed out to sea, while all around on the waters hovered the usual flock of fishermen, skimming about in a lively manner under the freshening breeze.

According to the rules, the yachts today were set down for a 15-mile run or beat from Sandy Hook lightship and return, and early this morning the conditions indicated that the yachts would go before the wind in a southeasterly direction, with a beat back, a total distance of 30 miles. This course would mean running straight out to sea away on either shore, and with no chance of fluky winds off the Jersey or Long Island shores.

Some of the old fishermen at the Highlands, however, shook their heads when they saw the northwest wind, and said that the breeze would not hold the day out and that the weather would probably be a repetition of that of two weeks ago.

The Shamrock made a short run over toward Atlantic Highlands, then stood up the main ship channel near the southwest spit. Before reaching it, however, she gybed around and stood down again toward the Columbia at anchor. Her increased ballast seemed to make her stand up very well, and she heeled but little to the frequent puffs of wind that came off the shore.

At 8:35 the Shamrock, having run down almost to her moorings, swung around and breaking out her staysail and baby jibtopsails stood out for the end of the Hook on her way to the lightship. The Columbia's tug went alongside the defender yacht a few minutes later, and passing a line started for the lightship. As she left her moorings the crew began setting the mainsail. The wind at the Highlands at this hour was blowing from the northwest at a velocity of about 10 knots and showed no signs of decreasing.

The Shamrock passed out the end of the Hook, under racing sails, at 8:50. The Columbia got outside the Hook soon after 9 o'clock, with mainsail set and headsails up in stops.

To a representative of the Associated Press who saw Sir Thomas Lipton on board the Erin at 7:30 a. m. the owner of the Shamrock said the wind appeared to be a dying wind. He added that he hardly dared to hope there would be enough to permit a finish race today. The indications at 9 o'clock, however, seemed very good for a race. Mr. C. Oliver Iselin declined to express an opinion upon the weather.

The Shamrock in running out to the lightship found the wind very light, and it took her over an hour to make the run of nine miles from inside the Horseshoe. The Columbia, about two miles astern of the green yacht, broke out her jib and cast off her tow when about halfway out to the lightship.

There was a peculiar contrast between the weather at the Highlands and Sandy Hook. At the Highlands at 9:15 there was a good breeze from the northwest, blowing over 15 knots an hour, and inside of New York harbor many white caps could be seen. The weather was also quite clear in shore. At Sandy Hook lightship or near that point the yachts seemed to have not more than a seven or eight knot breeze, while the haze was so dense that the lightship could not be made out, and it was only when the sun shone on the white sails that the yachts could be discerned.

The first of the excursion fleet put in an appearance about 9:15, and they were accompanied down the "Swash channel" by a great fleet of coasters, all making good progress in the fine northwest breeze. Just before 10 o'clock the haze towards the northward began to lift and part of the Coney Island shore could be seen from the Highlands.

The two yachts arrived at the lightship about 10 o'clock, the Shamrock getting there a few minutes ahead of the Columbia, then running off a half mile to the southward. The Columbia swung around and began setting her clubtopsail. The weather at that time showed signs of clearing and the lightship could be made out from the Highlands. At the same time the wind seemed to increase, so that the Columbia's topsail flapped and slatted quite lively before it was fully in position.

Sir Thomas Lipton's guests, reduced in number, came down to the Erin in steamer Blackbird, and having been transferred to the yacht proceeded to the line. It was long after 9 o'clock when the revenue boats and torpedo boats began to arrive, and they were followed by a number of private steam yachts and excursion boats. The sun was warm enough to make October reminiscent of July and it gathered in intensity as noon approached, but with its increase came also a freshening of the breeze that made jubilant the hearts of yachtsmen and tempered the heat.

At 9:50 the Shamrock, getting down near the line, dropped her tender. She had her mainsail, staysail, jib, baby jib and clubtopsail set. Just after getting away she found the breeze very stiff, for she took in her staysail after standing for a short time on the port tack.

The Columbia dropped her tender in a moment and manoeuvred about the line. Those watching the two boats could see that the Shamrock stood a little stiffer with her increased ballast. Under her immense expanse of sail she showed to beautiful advantage, and going on a long reach fairly flew over the water.

The committee boat reached the starting line at 10:35, by which time the breeze had increased and there were prospects for a glorious race. The judges' boat signals that the course will be southeast by south.

The preparatory signal was fired at 10:45, fifteen minutes before the start. At 10:50 the Shamrock hoisted her staysail and both yachts had prepared their spinnakers for the run before the wind. At 10:55 the warning gun was fired.

At 11 o'clock the starting gun was fired. At 11:00:30 the Columbia crossed the line and 20 seconds later the Shamrock, unofficial time.

At 11:12 the yachts appeared to have sailed two miles of the course and the Columbia seemed to lead by about 100 yards or more.

On crossing the line the Columbia had her jib, staysail, mainsail and clubtopsail and her balloon jib was just breaking out as she crossed. Her spinnaker boom was to starboard and her spinnaker was in stops.

The Shamrock had her balloon jib, jib, mainsail and clubtopsail set and her spinnaker boom to starboard, with her spinnaker in stops, on crossing the line.

At 11:13 the Shamrock, in the rear, was trying to blanket the Columbia but with no apparent effect as the American yacht seemed to be drawing away. The yachts were sailing very fast, the wind was blowing nine knots and ashore it showed no indications of dying out.

A few minutes after the start the Columbia took in her staysails and the Shamrock followed suit.

Official starting time: Columbia, 11:01:33; Shamrock, 11:02. The Shamrock was handicapped two seconds in starting, as she failed to cross until 11:02:02. The official starting time of the Shamrock therefore is set down as 11:02, when the handicap gun was fired, though she did not get over until two seconds later.

At 11:20 a despatch from the Associated Press observer at Galilee said the Columbia was apparently increasing her lead and that both yachts were going at great speed.

At 11:23, about three and a half miles from the start, the Columbia had a good lead. The yachts had not at that time broken out their spinnakers. The wind appeared to be moderating.

An observation taken at Galilee, at 11:26, seemed to show that the Columbia was then 48 seconds in the lead.

At 11:29 the Columbia still seemed to be gaining and the wind was getting a little more to the westward. At 11:35, about four and a quarter miles from the start, the Columbia appeared to have a lead of about one-eighth of a mile.

At 11:42 a despatch from the Associated Press observer at Long Branch said there seemed to be a better breeze off shore, that both boats were going along at a lively rate, and that they did not seem to have changed their positions since they came into view there.

At 11:46 a dispatch boat of the Associated Press headed for Highland Beach,

CONTINUED ON FIFTH PAGE.

Fall Woolens.

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TAILOR,
218 Thames Street.
Telephone.

"Imported Cigars."

We have been appointed SOLE AGENTS, for Newport and Narragansett Pier, for the

Waldorf Astoria Cigar Co's Cigars.

SPECIALTIES—
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J. D. Richardson & Co.,
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Just a few more ladies'

Franklyn Bicycles

Left. Former price $35.
Price now, while they last,

$20.

COME TO ME WHEN YOU WANT

REPAIRING DONE.

B. J. FOY,
379 Thames Street, Newport.
TELEPHONE 335-4.

NO EXCUSE FOR THE WAR.

Redmond Calls It Only a Gigantic Grab.

NEW YORK, Oct. 19.—J. E. Redmond, M. P., Parnellite leader, was a passenger on steamship Majestic, which arrived here this morning from Liverpool, after spending the night in quarantine. Mr. Redmond came here with the lord mayor of Dublin, Daniel Tallon, to secure money for the Parnell monument.

Speaking of the Boer war, Mr. Redmond said: "I am opposed to the war. England has no possible excuse for this war. The whole affair is one gigantic grab. England wants the country for its commercial advantages and for the rich mines."

Speaking of the difficulties which England faces at this time, Mr. Redmond said there was a chance that there would be a serious uprising at Cape Town.

W. C. T. U. Delegates Reaching Seattle.

SEATTLE, Wash., Oct. 19.—Delegates to the Woman's Christian Temperance Union national convention from the states of Maine, New Hampshire, Michigan, Massachusetts, Ohio, Pennsylvania and a dozen states are in the city. The White Ribbon train from the East over the Great Northern arrived 18 hours late, owing to the desire of the delegates on board to stop at various points of interest along the way. With visiting and local delegates now here or en route, the convention will open Friday with nearly 500 in attendance. The hotels and lodging houses of the city are filled to overflowing and the visitors are being quartered with private families.

STEAMERS ARRIVED.

New York, October 18, Victoria, from Mediterranean ports.

Plymouth, October 18, Graf Waldersee, from New York.

Liverpool, October 18, Vancouver, from Montreal.

Southampton, October 18, St. Louis, from New York.

Queenstown, October 18, Catalonia, from Boston.

Queenstown, October 18, Servia from New York.

Powell's Drug Store.

Full Line of

Sponges, Toilet Requisites
And Mineral Waters.

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DANCE OR CONCERT.

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Modern and Antique

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Is something which is unknown to the patrons of our Shirt Department. Like some of our clothes which we sell, all of our shirts are made to fit perfectly, and form pleasant relations between the shirts, our patrons and ourselves.

Good shirts here don't mean extra cost. The same prices you would pay anywhere for factory shirts will buy our tailored garments.

WHITE SHIRTS, unlaundered, 50c.

WHITE SHIRTS, laundered, 75c. to $2.

COLORED SHIRTS, to be worn with white collars, but with cuffs to match, $1 and $1.50.

Proper sleeve lengths with every neck in all grades.

Newport One Price Clothing Co.

208 THAMES ST. 208

TO STRENGTHEN HIS NAVY.

Emperor William's Speech Taken to Indicate His Purpose.

BERLIN, Oct. 19.—Today's papers are for the most part barren of comment upon the speech of Emperor William at Hamburg yesterday, at a luncheon following the launching of battleship Kaiser Karl der Grosse. The Berliner Tageblatt, however, says: "His Majesty's expressions of regret that his wish for a big fleet did not meet with intelligent furtherance eight years ago will be found significant just now in more ways than one."

The Socialist organ, the Vorwaerts, says: "The speech was a mixture of pan-German fleet enthusiasm and Dr. Von Miquel's non-partisan sammel politik. It dovetails in the program with the Oeynhausen and Dortmund speeches. While the former proclaimed an anti-strike bill and the latter proclaimed a determination to carry through the canal project, this speech at Hamburg announces a new and immense naval bill. The emperor's words cannot be construed otherwise."

THE BEE HIVE.

We have just opened a big line of Black Silk Neck Ruches, with long scarfs attached, entirely new and very pretty styles, at $1, $1.25, $1.50, $1.75, $2.25 and $2.95.

Black Satin-back Velvet Ribbon, in all widths at our usual low prices.

Double-face Satin Ribbon in all the leading colors and widths.

Dress Trimming, both jetted and plain, at popular prices.

Imported Mercerized Coat Lining in bright shades, superior in wearing qualities to silk, and costs much less.

Satin-covered Pincushions in all sizes and all colors.

Fur Robes, for baby carriages and go carts, handsomely lined, at low prices.

Infants' Long White Coats, nicely embroidered, from 1.25 to $3.75.

Kid Gloves—Our new importation of 75c. gloves has arrived. They are superior in style, colorings and quality to any sold heretofore, and fully as good as sold in many stores at $1.

40 dozen Ladies' Jersey Vests and Pants, heavily fleeced and extra well finished, and usually sold at 37 1-2c. This one lot we sell at 29c.

Ladies', Misses' and Children's Union Suits, 50 per cent wool, at only $1.

A special offer in our cloak department worthy your attention:

Ladies' Jackets, made of best quality kersey cloth, fancy strapped, lined with heavy satin, real tailor-made, in black, brown and tan shades, at the exceptional low price of $10.

Dress Maker Forms, all sizes bust measure, at 59c. and $1.

This Morning's News.

FIGHTING ALL DAY.

Battle at Acton Homes and Another Probable at Hatting Spruit.

LADYSMITH, Natal, Oct. 18, 5:25 P. M. At 10 o'clock this morning the British forces came into contact with the enemy in the neighborhood of Acton Homes and Besters station, about 16 miles west from here, and the firing has continued up to the present time. Several casualties have been reported. Supports are leaving the camp and expect to fight tomorrow.

CAMP GLENCOE, Natal, Oct. 18, 5 P. M. Early this afternoon Boer scouts were sighted at Hatting Spruit, seven miles from the British camp, and an engagement is imminent.

At this hour the scouts are almost in touch with the British outposts. The Boers are working around both sides with the idea of getting south of Ladysmith and attacking in force, with the cooperation of Commandant-General Joubert.

The British patrol covered a wide area in order to prevent outflanking, and were subjected to a hot fire in persistent skirmishing. General Sir George Stewart White is quite prepared to offer battle, and the camp is pleased at the prospect of striking a definite blow.

LONDON, Oct. 18.—All reports from Mafeking tend to confirm the belief that Colonel Baden Powell is holding his own, and no credit is given to the vague rumor that a flag of truce had been displayed.

An important engagement is anticipated in the vicinity of Ladysmith today. The combined advance of Boers and Free State troops in this direction has been executed with considerable skill, and shows a clear appreciation of the British position. General Stewart White had 12,000 men and 36 guns available, beside a considerable force of volunteers, to hold Ladysmith, and no anxiety is felt on his account, for the Natal country, where the engagement is expected, is fairly open, and, although the work of moving them will be difficult, the guns are likely to do good work.

The country is not favorable for Boer tactics, and it will be very difficult for them to avoid the exposure of flanks to attack by a vigorous and mobile enemy already occupying useful positions; that is, supposing they really mean to fight and not merely to attempt to draw General White farther out, with a view of surrounding him. General White has a large body of excellent cavalry, which will be put to good use.

BOOK FROM AGUINALDO.

Contains Letters Which He Considers Promise Independence.

MANILA, Oct. 18.—The consuls in Manila have received from Tarlac, where it is believed that Aguinaldo remains, a book containing the correspondence between him and the American commanders and consuls in which, as he contended in his recent appeal for recognition, the Filipinos find the basis for their assertion that the American government recognized their sovereignty and promised them independence.

The book is addressed to the members of the United States Congress, and contains a long argument by Senor Buencamino of the so-called cabinet of Aguinaldo, and alleged letters written by Mr. Wildman, United States consul at Hong Kong, to Aguinaldo, in June and July of last year. It has made a sensation among Spaniards here.

Replying to Aguinaldo's request that the Americans would arrange for the shipment of the Spanish prisoners to Hong Kong, relieving the Filipinos of the expense of maintaining them, Mr. Wildman wrote:

Never mind feeding them. A meal every day of rice and water will be a good diet. They have been living too high during the last few years. As the Spaniards want more bloodshed in the Philippines, I trust you will let them have a taste of real war. Do not be so tender with them. Handle them as they would treat you.

Mr. Wildman's letters deal largely with the shipment of arms. The whole correspondence, however, contains no promises of independence.

Senor Buencamino lays stress upon letters from Admiral Dewey and General Anderson requesting passes for American officers and others to visit Filipino territory, and upon a letter from General Anderson asking "you and your people to co-operate with us in military operations against the Spaniards."

TERMS AGREED UPON.

Alaskan Modus Vivendi Likely to be Signed Today or Tomorrow.

WASHINGTON, Oct. 18. Secretary Hay had a conference today with Mr. Tower, the charge of the British embassy here, relative to the Alaskan modus vivendi.

The Secretary had already given consideration to the last proposition of the British government and was prepared to submit the answer from the United States, which in this case takes the form of another proposition. This last proposition differs in no essential from that which has already served as the basis of the agreement between Secretary Hay and Mr. Tower, but upon close scrutiny of the latest form it was deemed advisable by our government to make a few changes in the text, solely with the view to clearing up beyond any chance of double construction a few points of the agreement. It is not doubted that the changes will be acceptable to the British government.

Later in the day the conclusion was reached that the safest course would be to secure the assent of the British foreign office to the exact terms of the agreement, leaving no opportunity for future misunderstandings, so the matter was laid before that office by cable. In consequence it became apparent that it would not be possible, owing to the difference in time between Washington and London, to perfect the agreement today, though at the close of office hours here there was a very confident belief that the end would come tomorrow or next day.

FIFE CRITICISED.

Should Have Taken the Opportunity to Tune Up the Shamrock.

NEW YORK, Oct. 18. Never before in America's cup history did such a quick transformation take place as the past week has seen. This time a week ago the Shamrock's performance in light air surprised both her owner and designer, and she rose in the betting. Tonight bets go a-begging, for there is not a man in the Shamrock contingent who would lay a pound against five that she will win the cup.

The Shamrock's admirers have thinned out fast. A good part of them, including Admiral Beresford and the two Belgian princes, left this afternoon on board the Oceanic, disappointed that the Shamrock was doomed to defeat, and that Sir Thomas should have received hardly full value for the large expenditure he had been put to.

Fife is a fair target for criticism on account of his neglect in not trying to tune up the boat and give her a test in heavy breezes, when he had plenty of chance. He relied too much upon his own idea, and thought he knew more than those who had handled cup racers before.

Under the rules of the agreement as between the clubs, no notice need be given of taking ballast out of a yacht for the purpose of lightening her up, so if either owner has taken any ballast out, he was not required to inform the regatta committee of the New York Yacht Club.

On the contrary, if new spars or ballast are put into a yacht, her owner is required to immediately inform the regatta committee so that the boat may be remeasured. As ballast amounting to 3,380 pounds was to be put into the Shamrock, Sir Thomas informed the committee and asked that a remeasurement be made.

The new Oregon topmast was finished at midnight, and placed on end early this morning, and a wooden gaff was slung in place of the metal one. Even with the added lead the stability of the Shamrock is not so much changed as many would think, for the equalized weights offset each other.

In view of the fact that the Shamrock is going to the Mediterranean next year, a new challenge from her owner is hardly to be expected, for he will get all the racing he wants in the south of France, where the Prince of Wales, also, may be a contestant.

At the conclusion of the cup races, a ketch rig will be put on the Shamrock and she will be towed across by the Erin, making a southern passage and stopping at Bermuda and the Azores.

The result of the re-measurement was given out tonight at the New York Yacht Club. The additional ballast lengthens the Shamrock's waterline, and she now floats at about 89 feet 8 inches, or the length she was designed for. Instead of the Columbia allowing the green boat 6 3-10s., as in the previous races, the tables are turned, and the Shamrock allows 16 2-10s. The Columbia's racing length is 102.135 feet, and the Shamrock's 102.565 feet.

Sir Thomas Lipton was in the best of spirits today, despite the two Columbia victories. He said:

"There has been a suggestion that if the Columbia wins tomorrow's race the series of five be continued, not for the possession of the cup, for another Columbia victory would decide that question, but so that the superiority of one yacht over the other might be tested over the different courses.

"The first, or conclusive, race was 15 miles to windward and return, and tomorrow's race will be over the same course. Should the Columbia win, the Shamrock would have no chance to show what she can do over a triangular course.

"For my own personal satisfaction and the satisfaction of those who are interested in the Shamrock, I say 'Hear, Hear!' to any suggestion for an opportunity for a friendly trial over the different courses. As a sportsman, I should welcome any such suggestion.

"Do not for a moment imagine that I question the Columbia's right to the two victories. The first was won fairly and squarely, and the second was a walkover. Mr. Iselin is entirely within his rights in claiming the second race, and I should not consider for a moment any offer to call it null.

"I cannot speak in too much praise of my treatment here. There is no place in the world where my treatment could have been fairer and more sportsmanlike. If I do not succeed in lifting the cup, I have proved to my people the extent of this feeling, and enough has been seen to remove any trace of unpleasantness left from previous contests."

TO CURE LA GRIPPE IN TWO DAYS

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

AROUND RHODE ISLAND.

In spite of muddy roads and an atmosphere full of moisture, there was a large attendance at the services in connection with the benediction of Bishop Clark hall at the St. Andrew's Industrial School at Barrington yesterday afternoon. The services were held in the large dining hall, seats having been placed there for the accommodation of the party. The building in which the dining hall is located has been but recently completed and is fitted with kitchens, dormitories, a lavatory and other accommodations for the boys at the St. Andrew's school. To it was given the name of the ecclesiastical head of the diocese in which it is located; hence it is known as Bishop Clark hall. The benediction was given by Bishop Coadjutor McVickar. In addition there was the presentation of the building, the speech prefacing this ceremony being made by William Gammell, chairman of the building committee, and brief addresses by President Faunce of Brown University and Colonel H. Anthony Dyer.

A heavy mail pouch filled with first class mail matter from New York was stolen early Tuesday morning from the Westerly railroad station. Yesterday A. H. Wills of Westerly was arrested for the crime and admitted his guilt. He will be taken to Providence by United States Marshal McCabe and arraigned before the United States commissioner on that charge. Joseph and Julia Scott are held as witnesses.

PORTSMOUTH.

[Regular correspondence of the News.]

A man became unconscious on an electric car Tuesday evening, and was taken off near David B. Anthony's barber shop and carried to his barn and placed as comfortably as possible on the hay. The physician called pronounced it an epileptic fit. Next morning Town Sergeant William T. Harvey took him to the town farm, where he revived and gave his name as John McGirl of Westerly. He said he was subject to such spells and that they were not fits but malaria.

Mrs. William H. Barker of Westerly and her son Paul left town Monday to visit Mr. and Mrs. E. P. Barker of Ayer, Mass.

The first literary and social meeting of the Epworth League connected with the Portsmouth Methodist Episcopal Church was held with Mr. Chester and Miss Mary Hedley. Most of those present enjoyed a straw ride in reaching their destination. The meeting was opened by singing "Rock of Ages" and was followed by a Scripture reading and prayer by Rev. E. S. Hammond. A paper on "What we Eat" was read by Mr. Hammond and illustrated. The latter part of the evening was spent with puzzles and vocal and instrumental music.

Rev. E. S. Hammond attended the Sunday School convention in Providence Wednesday. In his absence Mr Silvanus P. Fish took charge of the Wednesday evening meeting.

Miss Fannie Clarke visited Mrs. William B. Clarke at the Riverside sanitarium Saturday and found her doing well.

Mr. and Mrs. Oscar C. Manchester are entertaining friends from out of town.

Mr. Isaac Gray and family of Tiverton are to move to the Freeborn Albro farm as soon as it is in readiness for them. Mrs. Gray was formerly Miss Sadie Albro, daughter of Mr. David Albro, owner of the farm.

The stone wall which was started some time ago at the Christian parsonage is being pushed rapidly toward completion, members of the church doing the work.

A crowd that will leave only standing room is expected at the concert at the guild house Friday evening.

Quite a piece of road is being laid near Mint Water brook, similar to the piece that was built near there a few years ago. This piece is about 300 feet long. There are several places off the main road that need repairing and have needed it for years. Some parts of Braman's lane are not safe to drive on without going nearly into the gutter. The roads of the town compare very unfavorably with other localities; a recent visitor in the town, who has traveled almost all over the world and is familiar with the majority of New England highways, declares the roads here to be in worse shape taken as a whole than any place he visits.

Miss Mattie Slocum is having extensive improvements made to her house.

The school friends of Mr. Harold Field gave him a surprise party Wednesday evening, in contemplation of his going to Boston soon, to spend the winter.

Mrs. Lorinda Friend is soon to move to the home of her niece, Mrs. Thomas J. Sweet, where she will make her home in the future. Her son Henry will go to Newport to live.

MIDDLETOWN.

[Regular correspondence of the News.]

Mrs. Timothy Gould and her daughter, Mrs. Clarence Pearce, were in Fall River on Tuesday.

Aquidneck Grange was well represented at the meeting of Pomona Grange at Woitridge Hall, Tiverton, Tuesday.

Mrs. Kate Thurston is ill at the home of her parents, Mr. and Mrs. Edward Almy, in Portsmouth.

Mr. and Mrs. George H. Irish are entertaining a friend from Fall River for a few days.

A surprise party was given Mr. and Mrs. Arnold Spink last evening by a number of friends, some of the party coming from Newport.

The auction sale at Mr. Lyman H. Barker's, which was to have been held yesterday, was postponed until today on account of the weather.

Mr. Claude Ashmore has secured the contract to paint the house of Mr. William Meyer, inside and out.

Mrs. Maria Sharpe and her aged mother, Mrs. Henry Taber, are soon to move to Newport. Mr. John Taber, hitherto one of the family, will move to Bristol.

PIANOS AND ORGANS.

Saturday Bargain.

One 50c. vocal or instrumental music collection and 4 copies of any sheet music on our counter for 30 cents.

SATURDAY ONLY,

AT CRANDALL'S.

A Bargain in Piano Renting.

Wishing to place those of my pianos for which I have not room in my store I will rent a limited number for the winter at greatly reduced rates. Call and see instruments and get terms before renting elsewhere.

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Second store south of Washington square.

WE ARE OFFERING

GREAT BARGAINS IN PIANOS

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—OR—
MANN & ECCLES,
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Wheels Crated and Shipped
OR STORED FOR WINTER.
ENAMELING, NICKLING and all kinds of Repair Work.
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To Prospective Piano Buyers.

Having bought **for spot cash MR. A. P. CRANDALL'S ENTIRE STOCK** of **Pianos** and **Organs** we offer them **for sale at very low prices.** These with our large stock of **Pianos** which we offer in our **Fourth Annual October Sale** gives customers a chance to obtain fine instruments at a very low figure and also the advantage of a very large stock to select from.

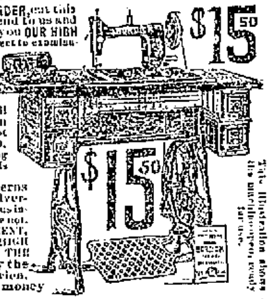
Remember this Sale Closes October 31.

Pianos will certainly be higher in the near future.

IMPROVE THIS OPPORTUNITY!
NO TROUBLE TO SHOW GOODS.

All are cordially invited to call and see what we offer.

Barney's Music Store, 154 Thames Street.



SEND NO MONEY WITH YOUR ORDER, cut this ad. out and send to us and we will send you OUR HIGH GRADE DROP CABINET BURDICK SEWING MACHINE by freight, C. O. D. subject to examination. You can examine it at your nearest freight depot and if found perfectly satisfactory, exactly as represented, equal to machines others sell as high as $60.00, and THE GREATEST BARGAIN YOU EVER HEARD OF, pay your freight agent our Special Offer Price $15.50 and freight charges. Machine weighs 120 pounds and the freight will average 75 cents for each 500 miles. GIVE IT THREE MONTHS' TRIAL in your own home, and we will return your $15.50 any day you are not satisfied. We sell different makes and grades of Sewing Machines at $8.50, $10.00, $11.00, $12.00 and up, all fully described in our Free Sewing Machine Catalogue, but $15.50 for this DROP DESK CABINET BURDICK is the greatest value ever offered by any house.

BEWARE OF IMITATIONS by unknown concerns who copy our advertisements, offering unknown machines under various names, with various inducements. Write some friend in Chicago and learn who are reliable and who are not.

THE BURDICK has every MODERN IMPROVEMENT, EVERY GOOD POINT OF EVERY HIGH GRADE MACHINE MADE, WITH THE DEFECTS OF NONE. Made by the best makers in America, from the best material money can buy.

SOLID QUARTER SAWED OAK DROP DESK CABINET, piano polished. One illustration shows machine closed (head dropping from sight) to be used as a center table, stand or desk, the other open with full length table and head in place for sewing. 4 fancy drawers, latest 1899 skeleton frame, carved, paneled, embossed and decorated cabinet finish, finest nickel drawer pulls, rests on four casters, adjustable treadle, genuine Smyth iron stand. Finest large High Arm head, positive four motion feed, self threading vibrating shuttle, automatic bobbin winder, adjustable bearings, patent tension liberator, improved loose wheel, adjustable pressure foot, improved shuttle carrier, patent needle bar, patent dress guard, head is handsomely decorated and ornamented and beautifully nickel trimmed. GUARANTEED the lightest running, most durable and nearest noiseless machine made. Every known attachment is furnished and our Free Instruction Book tells just how anyone can run it and do either plain or any kind of fancy work. A 20-Years' Binding Guarantee is sent with every machine.

IT COSTS YOU NOTHING to see and examine this machine, compare it with those your storekeeper sells at $40.00 to $60.00, and then if convinced that you are saving $25.00 to $40.00, pay your freight agent the $15.50. WE TO RETURN YOUR $15.50 if at any time within three months you say you are not satisfied. ORDER TO-DAY. DON'T DELAY. (Sears, Roebuck & Co. are thoroughly reliable.)

Address, SEARS, ROEBUCK & CO. (Inc.) Chicago, Ill.

$15.50
This shows the machine closed to be used as a center table, stand or desk.
This illustration shows the machine ready for use.

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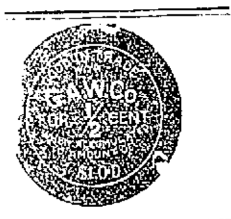
FURNITURE STORED.



THE WORTH OF OUR COUPONS DEPENDS UPON YOUR PURCHASE. WE BEGAN ON MARCH 1 TO ISSUE A 5 PER CENT CASH COUPON THAT WAS GOOD IN TRADE WHEN ACCUMULATED TO THE AMOUNT OF $1. NOTE CUT OF SAME.

WE HAVE IN THE HANDS OF THIS COMMUNITY SOME 16,000 OF THE COUPONS THAT REPRESENT $750. THAT IS, THAT WE WANT THEM TO REALIZE ON. WE WOULD LIKE THE COUPONS TO USE. IF YOU HAVE THE $1 WORTH BRING THEM IN AND GET THEIR VALUE IN GOODS.

WE WANT TO CALL YOUR ATTENTION TO OUR LINE OF HORSE BLANKETS AND ROBES, AXES, SAWS, SO MUCH WANTED AT THIS TIME, COAL HODS, FURNACE SCOOPS, PRESERVE JARS, KETTLES, ETC., AND ABOVE ALL AN OIL HEATER. THE MILLER IS THE STOVE WE SELL—THE BEST THERE IS; NO SMOKE, NO SMELL; WE SELL IT FOR $5 AND $6.50—TWO SIZES. BUT THESE COUPONS SAVE YOU JUST 25 CENTS AND 32½ CENTS ON EITHER SIZE. WHY NOT AVAIL YOURSELF OF THIS?

IT IS JUST THE TIME NOW TO PUT IN THE FALL BULBS. WE HAVE A FINE STOCK THAT WE OFFER AT CITY PRICES. KEEP YOUR MONEY AT HOME WHERE IT MAY RETURN TO YOU.

The Geo. A. Weaver Co
19, 21 & 23 BROADWAY.

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Sausage,
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Cream
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THE SEA SIDE MARKET.

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Squab Broilers,
Roasting Chickens,
Geese and Ducks.
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Meats and Provisions.
FRUITS, VEGETABLES. CANNED GOODS.
Best of Everything. Prices right.
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FOR MEN.
Enamel, - - $3.50.
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Wear Well! Look Well! But above all they are COMFORTABLE.
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160 THAMES STREET,
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The Old Reliable Shoe Store,
186 THAMES STREET,
Is still here, doing business on the good old principle of 100c. worth for a dollar in Medium footwear for Men, Women and Children, and doing the most up-to-date Renovating and Repairing in the city.
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The T. Mumford Seabury Co.,
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E. D. HARRINGTON,
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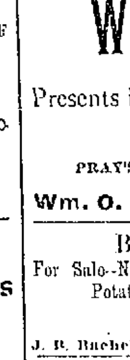
DOUBLE RATES FOR SUNDAY CALLS.

Morrow Coaster and Brake.
I AM NOW PREPARED TO APPLY THE COASTER AND BRAKE TO ANY WHEEL; THE 1900 MODEL, PRICE PUT IN, $10; PRICE NOT PUT IN, $7.50. WHEELS CRATED AND SHIPPED. WHEELS STORED FOR THE WINTER. ALL KINDS OF REPAIRING, BRAZING AND VULCANIZING AT LOWEST PRICES, WORK GUARANTEED.
FROM NOW UNTIL OCTOBER 15, I OFFER THE BALANCE OF MY WHEELS AND STOCK AT COST; AFTER THE ABOVE DATE I WILL BE FOUND AT 6 MARLBORO STREET, WHERE I AM BUILDING NEW SHOP AND SALESROOM.
103 THAMES STREET.
Geo. W. Smith,
MACHINIST AND GENERAL JOBBER.

$2.75 BOX RAIN COAT



A REGULAR $5.00 WATERPROOF MACKINTOSH for $2.75
SEND NO MONEY. Cut this ad. out and send to us, state your height and weight, state number of inches around body at breast, taken over vest under coat, close up under arms, and we will send you this coat by express, C.O.D., subject to examination. Examine and try it on at your nearest express office, and if found exactly as represented and the most wonderful value you ever saw or heard of, and equal to any coat you can buy for $5.00, pay the express agent OUR SPECIAL OFFER PRICE, $2.75, and express charges.
THIS MACKINTOSH is latest 1900 style, easy fitting, made from heavy waterproof, tan color, genuine Davis Covert Cloth; full length, double breasted, Sager velvet collar, fancy plaid lining, waterproof sewed seams. Suitable for both Rain or Overcoat, and guaranteed GREATEST VALUE ever offered by us or any other house. For Free Cloth Samples of Men's Mackintoshes up to $5.00, and Made-to-Measure Suits and Overcoats at from $5.00 to $10.00, write for FREE SAMPLE BOOK No. 90E. Address
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WEDDING
Presents in sterling and plate,
—AT—
PRAY'S, 96 SPRING STREET.
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BARGAINS!
For Sale—Nearly New Heavy 3-Spring Potato or Express Wagon.
APPLY TO
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LEONARD'S
Newport Steam Laundry
And Carpet Beating Works,
J. D. RICHARDSON, Agent, 306 Thames street.
Orders may also be left at Peckham & Manchester's, 68 Broadway. Telephone Connection.

IN BOOK LAND.

EVEN in the autumn the blood springs remembering "the sweet o' the year," and in the title of Egerton Castle's new book there is hidden for every reader the secret he shares with spring. "Young April," even in type, is a peremptory dismissal of gloom and chill, and like the witchery of the month itself quite makes one forget that rising sap and the upspringing of all tender things is not all the month holds. One owes it a debt if only that, though in any year rains may drench and winds whistle, oblivion comes and deluded memory associates nothing of the kind with newborn April, and among the hampered pleasures of remembrance there steals one perfect thing.

The period just before life reaches its majority, its adolescent spring, is that Mr. Castle lets his readers live with his hero. A young fellow who in a moment becomes the Duke of Rochester, having been until then but Edward Warrender, finds just a month to be passed before his accession to the dignities of manhood and the duties of his station. During this month he determines to follow his own inclinations before submitting to advisory petticoat government. The news of his uncle's death reaches him while traveling on the Continent with his tutor, making the accomplishment of his boyish plan easy. The month of freedom, beginning with a mad-cap prank, encloses a pretty complete education in the philosophy of life; the fun, the fighting, comradeship, pity and love. The young fellow goes home a man not in age alone.

The skeleton of the novel is here indicated, but no one suspects a skeleton beneath the charming sentences of which Mr. Castle knows the magic. "The Pride of Jennico" is by no means forgotten, and "Young April," though so different in character, shows the same mastery of style as did the novel which Egerton and Agnes Castle wrote together. The present book has Mrs. Castle's name only in the pretty dedication, where her husband says: "Her constant sympathy with my tastes and thoughts preserves in every month of my life the freshness of "Young April."

(The Macmillan Company.)

* * *

It is good luck for the romance lover to have the opportunity of reading together a new book by Egerton Castle and another by Anthony Hope. There are certain qualities held in common by these two young workmen: a divination of the distinction between courage and bravado, between high spirit and folly, and an ability to tell a dashing, seamless story enthralling from beginning to end.

"The King's Mirror," Mr. Hawkins's new book, still shows that reckless familiarity with potentates so daringly prevalent in modern fiction, but those who look for another Rudolf or a second Rupert will be disappointed or satisfied. There is in "The King's Mirror" more substantial character study than in any book Mr. Hawkins has written since "The God in the Car." There are the firm, sure lines of an artist revealed in the portrait of King Augustin. Its value lies not all in the free brush work which gave up Rupert of Hentzau. The king is a more difficult subject, and a more worthy. It is not commonly Anthony Hope's method to draw a man's deliberate character forging, which makes Augustin's renunciations for the sake of an ideal kingliness much more interesting.

One of the embarrassments of Mr. Hawkins's eminence in fiction-making must be that his audience not only calls with each successive novel for more work, but for better work. "The King's Mirror" guarantees the ability for more serious work, and satisfies his friends of their perspicacity. It has the conversational piquancy thoroughly associated with Anthony Hope's work: the subtlety and glancing grace which make every situation vivid and absorbing, and the people who are such delightful people to listen to.

(D. Appleton & Co.)

* * *

It is certainly a far cry from the thinly disguised imperator of Mr. Castle's lovely romance, and the atmosphere of the little court where Augustin ruled, to the old-fashioned New England story which is associated in one's mind with "Faith Gartney's Girlhood," "Other Girls," "Patience Strong," and all the other titles which Mrs. A. D. T. Whitney's readers know so well. There are few authors whose influence has been so far-reaching, so intimate, so personal, as Mrs. Whitney's. There are hundreds of people who live in gratitude that one of her Sights or Insights flashed light upon a tangled path.

More than a story writer Mrs. Whitney is a moulder of epigrams. Her characters breathe and speak them at random, apparently without control. The habit occasionally becomes so prevalent that the phrases indicate an exchange of personality. Given the obvious thing to say at a certain point in a conversation, it would be a pity to withhold it because the turn of the natural owner had not come to speak.

Apart from the epigrams, however, there is a pleasure in associating again with the quiet, lady-like lives so saturated with New England flavors. How many of them we know, yet how aggressively individual each is. In Mrs. Whitney's "Square Pegs" all the misfits find their proper apertures after some chafing and slipping. The bright little heroine is a girl of grit, grace and gumption; and that is the time honored recipe for a true New England girl, to whom all luck!

(Houghton, Mifflin & Co.).

* * *

"When Rogues Fall Out" is Joseph Hatton's title for his romance founded upon the traditionary and historical lives of Jonathan Wild, Jack Sheppard and other worthy criminals of their day; other worthy in skill, in mastery, in other things than the canonized virtues. Mr. Hatton arranges very striking scenes, in which desperadoes achieve their successes, and has doubtless given the fairest presentation of the strangely mixed character of Jonathan Wild yet produced.

The historic records of crime illustrate certain phases of life—coarsely fibred, doubtless, evil smelling, it may be, but still woven into the whole fabric whose threads show dull or glittering in their places. Jack Sheppard is a more effective hero than his good and unexceptional mate, who receives the due reward of his deeds in title, estate and the wife he covets, while poor Jack swings to his end, singing to the last to die as died the heroes at Tyburn, with a heart for any fate. Mr. Hatton's powers of entertainment are well known.

(J. B. Lippincott & Co.)

BOOKMAKING IN AMERICA.

On an average 14,000,000 books are printed in Germany every year, and 6,000,000 of these, it is computed, are exported to other countries. Leipsic has been for many years the recognized book city of Germany. No other European city, not a capital, occupies a position equally prominent, notwithstanding the fact that the total consumption of paper in Germany for bookmaking is materially less than in Great Britain at present. In the United States and Canada there is no recognized book city, though recently Toronto has asserted its right to be accepted as the Leipsic of Canada. Nearly $2,000,000 is said to be invested in that city and its neighborhood in papermaking, printing and book-binding trades. Large as these figures may be for Canada, they do not seem to be of very much account when brought into comparison with statistics of some American cities, especially New York, Philadelphia and Chicago. Chicago has now $25,000,000 invested in book and paper publishing, and in some lines may be said to have almost a monopoly, particularly in printing railroad time-tables and railroad mapsand in some branches of commercial printing. Philadelphia has a large retail book trade, especially in cheap editions of the standard works, which are sent to the South and West. Two other American cities having a large business in bookmaking, though in different branches of the trade, are Boston and St. Louis.

The books published in Boston are, for the most part, either expensive standard works or those having permanent value for reference, whereas the books published in St. Louis include a considerable number in the German language. Washington as the capital city is the seat of the government printing house, the publications of which are both extensive and continuous, and more than 3,100 persons, a majority of them in the government service, are employed in bookmaking and bookbinding in that city, despite the fact that in proportion to its population no city of the country has a smaller number of newspapers, and usually the number of papers issued in a city is a guide to the volume of bookmaking done in it.

New York exceeds all other American cities (Canadian included) in the volume of its bookmaking and bookbinding trade, and the publishers of this city now issue more books yearly than are published in all the rest of the country combined. There are 40 leading publishing concerns, and others of less importance. In another particular, also, New York can securely assert its right to be regarded as the Leipsic of America, for it is the city into which are imported and from which are exported the greatest number of books.—[New York Sun.

MENU FOR FRIDAY.

The oyster, when eaten moderately, is, without contradiction, a wholesome and one of the greatest delicacies in the world. After having eaten oysters we feel, one might say, fabulously well.—[Lucullus.

Breakfast,
Fruit.
Cracked Wheat.
Broiled Smoked Mackerel. Bacon.
Browned Fried Potatoes. Salad.
Coffee. Rolls. Marmalade.
Luncheon,
Cold Tongue.
Rice Croquettes. Sweet Pickle.
Cheese Toast. Chocolate.
Dinner,
Oyster Broth.
Escaloped Oysters.
Cauliflower. Potatoes. Cold Slaw.
Apple Charlotte. Cheese.
Coffee.

Cold Slaw. Shred tender white cabbage extremely fine, put into a bowl, sprinkle with salt; mince half a pod of red pepper very small and add that and the vinegar (enough to moisten) or some other dressing. Place on the table served in the halves of empty lemon rinds. The salad is most appetizing mixed with mayonnaise dressing and served in the empty lemon rinds with the oysters or whatever is to be used at table.

FAMOUS DISHES OF LONDON INNS.

It is not many years since practically every London Tavern, with any pretensions at all, had its own special dish, upon whose excellence it prided itself, and to partake of which people often traveled considerable distances. Eel pies, for instance, were once the great feature of the "duelists' breakfasts" served at the old Sluice House, near Finsbury Park; the necessary quantity of fish being regularly dredged up from the stream that used to run under the windows. The pies can still be had, but the eels are now obtained from a fishmonger, who carries on business in an adjoining thoroughfare.

Dating back to about the same period are the oyster patties, for which Rule's, in Maiden lane is still famous; while not far away, in the Strand, is Simpson's, noted for its fish dinners. These latter were quite an institution in days gone by, and even now there are to be found certain old fashioned bon vivants who swear by them. The guest pays a certain fixed sum, and eats as much fish of as many different varieties as he may care for.

The Daniel Lambert has been celebrated for its tripe suppers from time immemorial, and up till quite recently brown stout, in tankards, used to be the only correct accompanying beverage.

The Ship and Turtle, in Leadenhall street, is noted for three things—its turtle soup, its turbot and its Madeira. The first named is prepared after a recipe which has been in the possession of the hosts of the house for over a century. The only portions of the fish used, it appears, are the calipee, the calipash and the fins. These are stewed together for some time in a specially prepared stock, and the result is a peculiar gelatinous green liquor, which tastes of nothing in particular.

To this foundation is added, however, at different times and in varying proportions, allspice, marjoram, thyme, whole pepper, salt, green basil, rue, flour, butter, parsley, a few small shallots, half a bottle of Madeira, the juice of a large lemon and a stick of mace; with the result that a basin of the finished preparation is something to be supremely thankful for.

Both the Cock and the Rainbow pride themselves on their chops. It should be borne in mind, however, that the former hostelry is by no means identical with the tavern immortalized by Tennyson in his "Will Waterproof." That particular house stood, in fact, on the opposite side of the street, and was of far less pretentious proportions.

Besides its chops, the Rainbow boasts of a special dish, in the shape of a saddle of real Southdown mutton, which is wheeled up to the diner on a little movable table, in order that that individual may be able to direct the carver's attention to the particular tit-bits and slices he most fancies.—[London Daily Mail.

SEND THEM TO BED WITH A KISS.

Oh, mothers, so weary, discouraged,
Worn out with the cares of the day,
You often grow cross and impatient,
Complain of the noise and the play;
For the day brings so many vexations,
So many things going amiss;
But, mothers, whatever may vex you,
Send the children to bed with a kiss!

The dear little feet wander often,
Perhaps, from the pathway of right;
The dear little hands find new mischief
To try you from morn till night;
But think of the desolate mothers
Who'd give all the world for your bliss,
And, as thanks for your infinite blessings,
Send the children to bed with a kiss!

For some day their noise will not vex you,
The silence will hurt you far more,
You will long for the sweet children voices,
For a sweet childish face at the door,
And to press a child's face to your bosom,
You'd give all the world for just this;
For the comfort 'twill bring you in sorrow,
Send the children to bed with a kiss!

—[New Orleans Picayune.

FANCIES.

If a man doesn't know enough to go in when it rains he is easily taken in.—[Chicago News.

"Any bright boys in your school, Jimmy?"

"Yes; Billy Goff kin eat a whole apple in two bites."—[Chicago Record.

If the theatrical profession is as bad as some persons would have us think, the managers who are making so much money in this world will have no show in the next.—[Boston Transcript.

"I can't understand Humpkin's German friend at all."

"Why?"

"Because I don't understand German."—[Philadelphia North American.

Amateur palmist—The life line indicates how long you will live.

Skeptical friend—Yes? Isn't it a wonder the life insurance companies pay no attention to it?—[Puck.

Mr. Squiggs (reading)—I see that Professor Wiseman, the prophet, has decided that the world will come to an end next Christmas.

Johnny Squiggs—Before or after dinner, pa?—[Baltimore American.

"These dialect stories make me tired," remarked Noorich.

"What's the matter now?" asked his wife.

"Why, when a man writes 'sich' or 'sech' for 'such' that's all right, but I draw the line at 'Psyche.'"—[Philadelphia Record.

Mr. Isaacs Now, Esau, I haf made my will and left everything I have to you.

Esau—Yes, vader!

Mr. Isaacs—Yes; and as you get all the benefits, I'll keep the cost of making the will out of your next week's salary.—[Harlem Life.

Hopwell—Living in the country now, I understand. What sort of a place is it?

Subbub—I really don't know. It takes me so long to get home that I never arrive till after dark, and I have to leave before daybreak to reach the office in time.—[Philadelphia North American.

"The government is trying to find a certain ten thousand dollar greenback, the only one extant."

"Has it searched all the European tenors and violinists who have been in this country lately?"—[Life.

NAVAL NOTES.

Commander J. M. Miller is ordered to command the Ranger. Lieutenant Commander J. B. Milton is detached from the Badger and ordered home to await orders. Lieutenant Yates Stirling, Lieutenant John R. Blakley, Lieutenant W. C. Herbert, Lieutenant R. Belknap, Lieutenant J. L. Holcombe and Naval Cadet F. Morrison, Naval Cadet E. J. Sadler and Assistant Paymaster H. P. Ash are detached from the Badger and ordered to the Ranger. Surgeon O. D. Norton is detached from the Badger and ordered to duty on the Ranger, and on arrival at Asiatic station to the Monadnock. Carpenter J. A. O'Connor is detached from the Badger and ordered to the Independence. Boatswain W. A. Cooper is detached from the Badger and ordered to the Pensacola.

Lieutenant Commander R. M. Doyle is ordered to the Washington yard for ordnance instructions.

Ensign N. L. Jones is detached from the Viking and ordered to duty on board the Dolphin.

Naval Cadet A. W. Johnson is detached from the Newark and ordered to the Iowa.

Surgeon J. J. Snyder is ordered to duty on the New Orleans.

Passed Assistant Surgeon L. L. Young is ordered to examination at Mare Island, thence home and await orders.

Assistant Surgeon D. G. Beebe is detached from the Bennington and ordered to the Ranger.

Passed Assistant Surgeon J. Stoughton is detached from the Monadnock and ordered to the Bennington.

Assistant Surgeon R. W. Plumber is detached from the naval hospital, New York, and ordered to temporary duty on the New Orleans for passage to the Asiatic station.

Passed Assistant Surgeon J. C. Rosenbleuth is detached from treatment at the naval hospital, Chelsea, Mass., and is granted sick leave for one month.

THE SHRIKE'S BLOODY RULE.

As Sam Sanford, the liveryman in Foxcroft, Me., stood by the entrance of his stable one cold December day holding forth to a knot of friends grouped about him on the demerits of the English sparrow as a tenant, a strange bird flew in at the door. As it passed above their heads it gave a screech so loud and savage that the men all looked hastily up, expecting from the nature of the sound to see a fowl as large at least as a hen-hawk. What they saw was a bird scarcely as big as a robin, but built on the lines of a hawk, bluish-gray in color, with black and white markings on head and breast and tail, and black, hooked beak and talons.

"Jerusalem, jeeswax, fellows! What's that?" exclaimed Sanford, who knows more points about horses than in ornithology.

The sparrows in the stable knew what it was, for at the bird's coming they uttered piteous cries of fear and flew all ways, trying to get out of the building or to hide themselves in it. The newcomer went straight among them, attacking and killing them one at a time as fast as shelling peas. One clutch with the hooked claws into the victim's back, one drive with the sharp beak into the back of the head, and the sparrow fell lifeless, while the destroyer went on for the next. There was no let up in its onslaught so long as a sparrow remained alive in the stable. Only those sparrows escaped that were able to fly out of the stable; those that hid themselves the bird searched out and killed. When at last its work was completed the strange bird flew out of the doorway carrying a sparrow in its claws. Its other victims it had stowed away on high beams for future reference, for the heads and tails of some of them could be seen projecting over the edges of the timbers from the floor. Later in the day the bird returned and carried them all away.

Sam Guernsey, the naturalist, being appealed to for information, pronounced the bird to be a sparrowhawk, a butcher-bird, and a nine-killer, but, above all, a shrike—a northern shrike—and all hands accepted his decision. He furthermore said that the shrike was a bloodthirsty pirate, a terror to small birds of every sort, killing them anywhere and everywhere on sight; but that since this one had turned its attention to sparrows, they had better let it perform and await results with confidence.

For the rest of the winter it was more fun than dog-fighting to Sam Sanford and his cronies to watch the actions of the many-named bird with the sparrows. The grain and grass seed dropped about the floor, and the chance for warm shelter which it afforded tempted the sparrows to the stable, and as regularly as they collected there in any numbers the shrike came in and killed or scattered them. With the coming of the warm days of spring the shrike disappeared, and the sparrows ventured out in the streets once more; but of the multitudes of them alive at the beginning of the winter only a few remained, scared little wretches that hopped timidly about, trying to fill their hungry craws, while keeping an eye out for their enemy, and ready to take flight at the least alarm. They were too much cowed to peck at the doves or even at the bluebirds, the first arrivals from the south, and for the first time since the English sparrows appeared the native birds in the village had some peace of their lives.—[Chicago Inter-Ocean.

DEVELOPMENT AND VALUE OF ADVERTISING.

Advertising is, indeed, one of the great developments of the century. It has revolutionized business and made it possible to accomplish in a few years what otherwise would have taken generations to compass. Today the advertiser, through the medium of the public press, can introduce his article to the entire public almost literally at a bound. Such a servant at the seller's elbow has naturally made business vastly different from what it was several hundred years ago. It is no longer necessary, as it was in previous generations, to confine one's commercial transactions to a limited area. In fact, the manufacturer of today regards the world as his field: and there are quite a number of proprietary articles, widely and favorably known in every quarter of the civilized world, which have been introduced during the lifetime of their present proprietors, who are men only in the prime of life.

Without advertising, by which it is possible to reach and influence hundreds of thousands of persons simultaneously, such a result could not be accomplished in several generations, if indeed it could be accomplished at all. Nor has this advertising benefited the seller only. It has brought to the knowledge of the buyer the hundreds of improvements and articles by which life can be made more pleasant; by which the health can be preserved, the palate gratified, the intellect fed and satisfied. It is no exaggeration to say that no force has conducted more to knit the world closely together, nor made our mutual interdependence more apparent. "It is but the simple truth to assert," says a recent writer, "that the loss of the information which the advertisements furnish would be one of the greatest imaginable misfortunes to civilization."—[Self Culture.

PE-RU-NA
Cures Catarrh Wherever Located.
A sure, safe, time-tried remedy that cures Catarrhal Affections of every description. Sold by all Druggists. Write its discoverer, Dr. S. B. Hartman, of Columbus, Ohio. He will advise you free.

What We Will Do.

We will do your work as well as it can be done. We will guarantee to call for and deliver promptly all orders left either at the Laundry, 155 Prospect Hill street, or at our Thames street offices, 120 and 174. We will make good all damage or losses of goods entrusted to our care.
EMPIRE LAUNDRY CO.,
155 Prospect Hill Street.

AN EASY TEST.

If you are suffering from Kidney or Bladder disease, the doctor asks: "Do you desire to urinate often, and are you compelled to get up frequently during the night? Does your back pain you? Does your urine stain linen? Is there a scalding pain in passing it, and is it difficult to hold the urine back? If so, your Kidneys or Bladder are diseased."

Try putting some of your urine in a glass tumbler, let it stand twenty-four hours. If there is a sediment, or a cloudy, milky appearance, your Kidneys are sick.

Dr. David Kennedy's Favorite Remedy will surely relieve and cure even the most distressing cases of these dread diseases, and no physician can prescribe a medicine that equals it for diseases of the Kidneys, Liver, Bladder and Blood, Rheumatism, Dyspepsia and Chronic Constipation. It will promptly correct the bad effects of beer and whiskey. All drug stores sell it for one dollar a bottle.

By sending your address to the DR. DAVID KENNEDY CORPORATION, Rondout, N. Y., and mentioning the Newport Daily News, a trial bottle, together with pamphlet of valuable medical advice, will be sent you free postpaid by mail. Our readers can depend upon the genuineness of this liberal offer.

INSTRUCTION.

TRIAL WEEK FREE!

We will give a free trial week in our school, to anyone contemplating a Business, or Shorthand and Typewriting Course. We are certain that we have the school that will satisfy wide-awake young people, and we solicit the closest investigation from any who may be interested. After attending the school a week, the pupil may withdraw, if not desirous of continuing. Evening School Monday, Wednesday and Friday evenings. Apply to
NEWPORT BUSINESS COLLEGE,
4 Washington Square.

MR. IRVING P. IRONS,
Teacher of Singing.
Arrangements for lessons may be made on Mondays at 62 Mill street.

MISS SAYER'S SCHOOL,
3 Whitfield Court.
Yersin Phono Rythmic Method Taught.
Yersin Diploma.

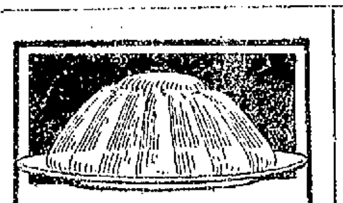
MISS OPITZ,
Of Dresden and New York, offers her services as
Instructress in Piano and German
Pupils taught Piano in the German language if desired. Children's classes formed. Address 31 Clarke street. Refers to former patrons in Newport and New York.

Miss Annie B. Sherman
Will receive a limited number of pupils for instruction on the piano. Beginners a specialty. Lessons given on Saturdays. Thurston avenue.

Piano Lessons
(Krause method), given at the home of the pupil if desired. Address, Miss E. P. Simmons, Green End, Newport, R. I.

Alfred G. Langley, A. M.
PRIVATE TUTOR.
Piano Instruction and Accompanying.
School Street. Call from 1:30 to 3 P. M.

Established 1846.
GENUINE ITALIAN OLIVE OIL SOAP
(White and Green).
GRAPE NUTS.
PELEG BRYER,
5 & 27 Broadway. 9 & 11 Spring St.



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KEYSTONE
Silver White
GELATINE
retains its shape and firmness long after the jelly made from other gelatine has become soft and shapeless.

If your grocer does not sell Keystone Silver White Gelatine, send us his name and we will mail you a sample package and recipes free. Full size box 15c.
MICHIGAN CARBON WORKS, Detroit, Mich.

CLOTHING.

"Lamson & Hubbard."
The best hat for the lowest price. All the leading shapes. Color and wear guaranteed.
NEIL McLENNAN,
238 THAMES STREET.

Fall and Winter Woolens in newest styles and choicest patterns now ready for inspection.
W. C. LANGLEY & SON,
174 Thames St.

A large assortment of the latest and newest designs in Fall Woolens received. Come and see them.
EDWARD OTTO,
244 Thames St.

Speaking of Dress,
Would not a nice Suit, Top Coat, pair of Trousers, or a Fancy Vest be just the thing?
Come in and let me show you a complete line of the above goods.
J. K. McLennan, 195 Thames St.

Arctic Ice Co.
Wholesale and Retail Dealers in Natural and Artificial Ice.
THIS COMPANY IS PREPARED TO FURNISH ICE OF THE BEST QUALITY AND IN ANY QUANTITY DESIRED.
PROMPT ATTENTION AND DELIVERY BY EXPERIENCED DRIVERS. TELEPHONE CONNECTION.
Office, Commercial Wharf.
JOHN H. GREENE, Supt.

SEND US ONE DOLLAR and this ad, and we will send you this big 325-lb. new 1901 pattern high-grade RESERVOIR COAL AND WOOD COOK STOVE, by freight C.O.D., subject to examination. Examine it at your freight depot and if found perfectly satisfactory and the greatest Stove BARGAIN you ever saw or heard of, pay the FREIGHT AGENT our SPECIAL PRICE,
$13.00
less the $1.00 sent with order or $12.00

ACME BIRD.
WRITE FOR OUR BIG FREE STOVE CATALOGUE.
and freight charges. This stove is size No. 8, oven is 16½x18x11, top is 42x23; made from best pig iron, extra large flues, heavy covers, heavy linings and grates, large oven shelf, heavy tin-lined oven door, handsome nickel-plated ornamentations and trimmings, extra large deep, genuine Standish porcelain lined reservoir, handsome large ornamented base. Best coal burner made, and we furnish FREE an extra wood grate, making it a perfect wood burner. WE ISSUE A BINDING GUARANTEE with every stove and guarantee safe delivery to your railroad station. Your local dealer would charge you $25.00 for such a stove, the freight is only about $1.00 for each 500 miles, so we save you at least $10.00. Address
SEARS, ROEBUCK & CO. (INC.) CHICAGO, ILL.

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WRIGHT'S
Blackberry Cordial,
For all forms of Summer Complaints and Cholera Infantum.
Special Agent for VINOL—Wine of Cod Liver Oil.
James T. Wright, Pharmacist,
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Goods Promptly Delivered
TO ANY PART OF THE CITY.
Prescriptions a Specialty
GEO. A. WOOD, Druggist,
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Telephone No. 339-3.

TRY
DENTIFOAM,
THE NEW TOOTH WASH.
As an elegant and healthful preparation for the teeth it stands unsurpassed.
While it preserves and beautifies the teeth it gives a healthy tone to the gums and imparts a delightful fragrance to the breath.
PREPARED BY
DOWNING BROTHERS,
PHARMACISTS,
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Druggist and Apothecary,
Old No. 145. New No. 226 THAMES STREET.

THE TRADES.

Property Owners,
NOTICE!
Leaking roofs repaired and coated with asphalt and rubber roof coating and guaranteed for 5 years. Estimates cheerfully given on all kinds of roofing.
Orders received at 76 Bellevue avenue or 137 Prospect Hill street,
The Vulcanized Roofing Co.
J. A. DAVIS,
GEO. O'BRIEN,
Roofers, Newport.

Lincoln Hammett & Co.,
71 MILL STREET.
BELLS,
Electric and Mechanical,
Put in and repaired at reasonable prices.

MICHAEL KIRBY,
Contractor and Builder,
Corner Homer and Garfield Streets.
ALL WORK DONE IS FIRST-CLASS AND PLEASES PATRONS.
GIVE ME A TRIAL ON A HOUSE, STABLE OR ANYTHING.
SATISFACTION GUARANTEED.

TAYLOR & HOWARD,
House Painters and Decorators,
14 WEAVER AVENUE.

U. G. NASON,
Copper, Tin, Sheet Iron and Furnace Work. Tin Roofing and General Jobbing promptly attended to.
12 WEST BROADWAY.

GODDARD & BARLOW,
PRACTICAL
Tinsmiths and Metal Workers.
Work done at reasonable rates. Tin roofing and general jobbing.
REAR 192 THAMES STREET.

M. A. McCORMICK,
Carpenter and Builder.
ESTIMATES GIVEN AND JOBBING PROMPTLY ATTENDED TO.
Office and Residence, 31 Dearborn St.
Telephone.

STODDARD & GLADDING,
Cottage Architects and Builders.
Plans for interior and exterior alterations.
Wood mantels of all descriptions.
Hardwood floors laid and waxed.
Sole agents for Berger's Classified Metal Ceilings.
SHOP, REAR 11 POPLAR STREET.

W. H. COFFIN,
Carpenter and Builder,
Langley's Wharf, Opp. P. O.
RESIDENCE 28 BROADWAY.
Jobbing promptly attended to.

STONE FENCE POSTS.
J. B. COTTRELL, Warner street, opposite Island cemetery. Every variety of stone work to order.

SMITH BOSWORTH & CO.
MANUFACTURERS AND DEALERS IN
DOORS, SASH, BLINDS, WINDOW FRAMES, ETC.
WEST BROADWAY.

F. A. ALLAN, JR.,
Contractor and Builder.
Residence and Shop, 15 Gibbs Ave.
TELEPHONE CONNECTION.

Charles H. Burdick & Sons,
CONTRACTORS and BUILDERS.
JOBBING A SPECIALTY.
Shop, Rear 33 Howard Street.
Office 13 Howard Street.
P. O. Box 125. Telephone.

DR. WILLIAMS'
PINK PILLS FOR PALE PEOPLE
Nerve tonic—Blood Maker. Send for descriptive pamphlet. Sold by druggists everywhere, 50 cents per box—six for $2.50.
Dr. Williams Med. Co., Schenectady, N. Y.

NEWPORT DAILY NEWS AND THE NEWPORT JOURNAL

T. T. PITMAN, PROPRIETOR
Office, 207 Thames Street.

News, $6.00 a year. Journal, $2.00

TELEPHONE CALLS,
Business Office, down stairs, 17-2.
Editorial and Reportorial Rooms, up stairs, 17-3.
Publisher's Residence, 21 High Street, 322-4.

The Newport Journal contains the best matter in the Daily News each week, and will be sent anywhere in the United States, postage paid, for $2 a year in advance. Requests for change of address should give old address as well as the new.

ADVERTISING RATES.

Advertisements, without special position, $1 a square for the first insertion and 25 cents for each continuance. Ten lines, or less, nonpareil type (or twelve-sixths of an inch) make a square. Advertisements of five lines or less are taken at about one half these rates. A discount is allowed on all advertisements ordered in the Daily for more than one week, or when both papers are used.

Yearly or Term Advertisers are limited to their immediate business, are guaranteed but two insertions in a week, and are allowed twelve changes a year. Electrotypes will be used without extra charge if solid metal; "wood backs" cannot be used with safety to the press.

Advertisers using both the **daily** and **weekly** papers gain the advantage of distinct classes of readers, no person reading both the daily and weekly. The Journal goes among people who read no other local paper.

PRINTING.

The News has six steam presses and has a large and well appointed job office.

Newport Daily News

THURSDAY, OCTOBER 19, 1899.

AN UNGALLANT "HOODOO."

The sea-going fraternity is not satisfied with the government weather bureau's explanation of the fickle winds that caused the repeated failures of the early attempts at a race between the Columbia and the Shamrock, but the superstitious nature of the sailors insists that there must be a "hoodoo" somewhere. They have been seeking energetically for the well-known "thirteen" and "Friday hoodoos," but without much effect, with one possible exception. One superstitiously energetic sailor has discovered that there are just thirteen letters in C. Oliver Iselin's name as he spells it; but this evidence of ill-luck is not the only thing upon which they rest their case. The boats themselves can show a clean bill of health in other particulars, as the thirteenths of the months and the Fridays of the week were all properly avoided in the laying down, the building and the launching of the two racers.

Failing to find it in these familiar superstitions, there are some who attribute the alleged "hoodoo" to the presence of Mrs. Iselin on board the Columbia during the races, and have declared that until she left the boat a fair and favorable wind would be unknown. This is the one point in a sailor's makeup that is unexplainable. The sailor is proverbial for having one or more sweethearts on shore, but their prejudice against women on shipboard is as old as the hills. According to their yarns, as soon as the fair young girl appears above the companion-way the trouble begins, and continues until the ship rolls her masts out in the doldrums, takes fire or founders.

These sailors forget apparently that Mrs. Iselin was on board the Vigilant and Defender when they successfully sailed their races against former competitors for the much desired cup, nor do they account for the very decisive victory of the Columbia Monday, or the mishap to the Shamrock in Tuesday's contest, in both of which races the much abused wife of an equally abused husband was in her usual place on the winning boat. We must look for the "hoodoo" elsewhere than in the presence of Mrs. Iselin on the yacht, in whose success she is as deeply interested as is any American man or woman.

WIRELESS TELEGRAPHY.

It seems improbable that electricity can be transmitted without wires, but after all that has been accomplished in that line nothing can be regarded as impossible. It looks as if the great discoveries and inventions announced in these days were really to be brought to pass. Certain it is that they do not exceed in wonder the trolley, the telegraph and telephone, which are now becoming commonplace, and no man can tell what a day may bring forth.

Two years ago one of the most learned electricians of England said that beyond a distance of half a mile wireless signals could not be exchanged. Referring to this Marconi says: "At that time I had been successful at a greater distance, but I was of the opinion that the limit would be about 10 miles; now we are operating between stations 110 miles apart." He has perfected a deflector by which ships will be able to make their way through fog or storm to safety. Italy was the first country to use his system for ships of war, Germany is experimenting, and Great Britain has already equipped eight ships of her channel squadron with his apparatus. Edison credits Marconi with proving that electrical waves can be jumped around the curvature of the earth. He says that he had tried experiments years before Marconi, but could not get over the obstacle of the curvature of the earth, and about two miles was the limit that he could reach.

Interesting experiments have been in progress for some time near Carnarvon, Wales, under the superintendence of Sir William Henry Preece, to ascertain whether wires may not be dispensed with in telephoning. To this end four high poles have been erected at the south end of Menai straits. On a sand bank, half a mile off, four similar poles have been put up. Half a mile further is a high pole supporting a coil of wire, one end being anchored in deep water. Between these points, without any other medium than the ether, Sir William has transmitted the sound of a succession of taps. At the receiving station they were distinctly heard by means of a newly invented ethereal telephone, and messages were sent without interruption for several days. The sounds are not quite so distinct as [illegible] by Marconi's [illegible] are much more rapid. [illegible] as the purpose of [illegible] and [illegible] with [illegible] this system will be valuable if successful. Perhaps it will be found available for many other uses; but it can never wholly displace the use of wires, which may run underground, around obstacles, and from valley to valley over lofty heights.

THE GOVERNMENT STILL LIVES.

The anti-imperialists, assembled in convention in Chicago yesterday, declared themselves on the Philippine question, which to them at least is the one issue of the day. In this declaration they denounced "the policy of imperialism" as hostile to liberty, as unconstitutional and as tending towards militarism; condemned the policy of the present national administration and demanded the immediate cessation of the Philippine war; and further declared that "we propose to contribute to the defeat of any person or party that stands for the forcible subjugation of any people. We shall oppose for reelection all who, in the White House or in Congress, betray American liberty in pursuit of un-American ends. We shall hope that both our great political parties will support and defend the declaration of independence in the closing campaign of the century."

It is rather a sweeping declaration, but the government at Washington still lives. President McKinley announces his intention to continue the present administration policy regarding the war, and reinforcements for the army and navy are being hurried to the islands in the Pacific just the same.

TEST THE NEW CAUCUS LAW.

The new caucus law will have its first trial this evening. There will be ample opportunity for all good Republicans, or all who wish to declare themselves as such, to register their preferences for delegates to the city convention. As there is no announced candidate for the mayoralty nomination there will undoubtedly be little excitement over these caucuses, but they will serve as an excellent schooling for those to follow next week, at which candidates for the board of aldermen and common council will be nominated, and which will be much more interesting. No one can have as an excuse from not attending the caucus that he has not the time to attend to such affairs. It will not take more than one or two minutes of a voter's time to cast his vote, and this time may be found within two and a half hours during which the caucus is in session. There should also be no excuse that one does not like a crowd, as there need be no larger gathering than is at the polling places on election day.

If, as it is reported, Mr. W. K. Vanderbilt has copyrighted the plans for his own summer house on Long Island, it is nobody's business. He is at liberty to spend his money as he pleases, and build whatever sort of house suits his fancy, and he has as much right to copyright the plans as has any newspaper or newspaper writer to copyright printed articles. His plans are as likely to have as much originality as many of these articles. It matters not if Mr. Vanderbilt thus starts a new "fad" among the builders of costly structures; there have been worse fads than this.

The movement for perpetuating the Dewey arch in New York starts well. The preliminary work has been placed in the hands of a committee of the most prominent citizens of the metropolis, and as soon as the plans are formed it is expected that contributions will come in in a way that will at once insure the success of the movement. A permanent arch following the lines of the temporary structure erected in honor of Admiral Dewey will be not only a tribute to the hero of the battle of Manila bay but also to the other glorious deeds of the American navy.

Queen Victoria evidently intends to frighten the Boers with a great show of force, but in spite of the announcement that the British reserves are to be called out for service in South Africa Oom Paul's men are making a determined stand and will undoubtedly make a good deal of trouble for the queen's troops before the reserves reach the scene of war.

Two prominent Irishmen, Rt. Hon. Daniel Tallon, mayor of Dublin, and Hon. John E. Redmond, M. P., have arrived in this country to explain the scope and object of the Parnell monument idea. They will receive a hearty welcome from the thousands of Irish Americans in the United States.

Hon. Thomas B. Reed is now a full-fledged member of the bar of the state of New York, and will undoubtedly make as great a mark in his legal practice as he has in the Speaker's chair. He has a broad field for work, and will unquestionably take a prominent place in legal circles in the great city.

Philadelphia is to have an opportunity to extend its welcome to Admiral Dewey, who will visit that city October 31. The admiral may rest assured that the hospitality of the City of Brotherly Love will be hearty and sincere.

Newport does not seem to be particularly interested in the coming municipal election, but there is time for a very lively contest before voting day.

The Dewey celebration in New York was a very successful affair, and the indications are that it has cost the city less than the $200,000 appropriated.

THE BOGUS SILVER COINAGE.

All accounts of the alarming prevalence of bogus silver coins usually conclude with the suggestion that the only effective way of grappling with the evil is to cut off the counterfeiter's profit. This might easily be done by putting into our silver dollars, halves and quarters an amount of metal corresponding approximately to the face value of the coin. Mechanically, this cure of the counterfeiting evil is simplicity itself; politically it is out of the question. Such a revision as this of our coinage standards would constitute a problem in national finance of the first magnitude, the very conditions of which reveal a startling weakness in our fiscal system.

The commercial ratio of gold to silver today is 34.7 to 1. Our coinage in silver dollars assumes the ratio of the metals to be 16 to 1, and in the subsidiary pieces to be 14.95 to 1, or about 7½ per cent less. Suppose, for hypothesis, and the difficulties are such that it will probably not soon pass beyond that stage, the government should decide to even up our coinage to the ratio of 32 to 1, which while below the commercial valuation of gold, would spike the guns of the silver counterfeiters, what would happen to our national balance sheet? The loss occasioned by the adjustment would almost equal, nominally, at least, the cost of a foreign war. The last statement of Chief Huntington of the treasury division of loans and currency gave the number of standard silver dollars in general stock, coined or issued, at $482,122,376. The ratio of 32 to 1 would cut this in two, or entail a loss on paper of $241,000,000, which the government would, of course, have to stand. Nor is this all. There are in subsidiary silver $76,523,332, in which the proportionate loss would be as great if 29.90 to 1 were made the new ratio. The silver certificates by the same statement amount to $405,197,504, which would suffer a like shrinkage. The treasury notes, issued under the act of July 14, 1890, amount to $91,167,280. While they represent only the amount paid in open market for the silver, which is considerably less than its face value if made into coin, even this would shrink under the new standard. The entire amount of silver purchased under that act could be bought today for an average of perhaps 30 cents an ounce less.

A glance at these figures suggests that we may as well give up talking of curing the silver counterfeiting evil by an adjustment of the coins to approximate their commercial value. What administration would have the courage to invite a bond issue of the proportions necessary to carry out such a scheme? And aside from the bonus the present situation offers to counterfeiters, there is no real occasion for any change. Our silver coinage system is a species of "greenbackism." Here are millions of dollars which are readily floated at a parity with gold because there is need of them in the circulation and because the government is maintaining that parity. The advocates of the irredeemable greenback go only a little further; they would take a piece of paper instead of 40 cents' worth of silver and float it in the same way. It is the rapid growth of our population and the marvelous extension of our trade, demanding a constantly increasing volume of money, which permits a moderate play of the greenback principle in our fiscal system. Even if this adjustment should be made by an actual issue of greenbacks, the showing would be less favorable to the government than now, for our greenbacks appear on the treasury balance as "non-interest bearing debt;" while this margin between the silver's actual value and its nominal value does not appear on the accounts as a debt or anything else. It is one of those natural profits created by the government's monopoly of the money-coining function, just as is the very considerable profit realized on the one-cent pieces.

Meanwhile, the silver counterfeiters and the secret service people will have to fight it out between themselves. It is beyond dispute that bogus 50-cent pieces have become very common, in spite of the cheerful announcement of Chief Wilkie of the secret service, at each new discovery of a nest of these counterfeiters, that the extent of their operations has been greatly overestimated. Street car companies in Brooklyn and Manhattan have had to issue to their conductors special orders to discourage the acceptance of all the half-dollars of certain dates. These orders are for obvious reasons hard to carry out. And yet the points of detection of the bogus coins are not such as appeal to the ordinary possessor of a 50-cent piece, and it is said that the counterfeiters are getting more skilful with each new issue. They are supposed to use principally foreign silver coins, especially Mexican, in their undertakings. To purchase bars of fine silver here might focus suspicion upon them. To their credit it must be said that most of their coins are rather superior to those of the government in intrinsic value; they feel that they can afford to give good measure.—[Boston Transcript.

CAMPAIGN PLANS OF THE BOERS.

The disposition of the Boer forces at the outset of the war in South Africa makes it manifest that the Boer generals, instead of contenting themselves with defensive or guerrilla warfare, mean for a time to act systematically on the aggressive. The four military expeditions thus far put under way from the Transvaal and the Orange Free State have moved directly to the important strongholds on the enemy's frontier. These movements, while apparently independent, give evidence of concerted action aimed not only to oppose the greatest possible difficulties to the advance of the British army but to force the enemy to operate at widely distant points on the border instead of concentrating on a given point.

At the present time the northern commandos of the Transvaal under Commandant Cronje are investing Mafeking, which is defended by Colonel Baden-Powell and a relatively small force. The same expedition is known to have seized the railroad to the south of Mafeking. The southern commandos of the Transvaal, under General Kock, at the same time have moved into Natal, with Ladysmith, apparently, for an objective. The troops of the Orange Free State have been similarly divided, the commandos on the southern part of the republic striking for Kimberley, which they are now besieging in force, meantime destroying the railway to the south. A fourth column, also made up of Boers from the Orange Free State, has struck into Natal, where it will be in a position to co-operate with the Transvaal force in front of Ladysmith against General Sir George Stewart White and his formidable army of 15,000 men.

The opening of the campaign thus finds the Boers making simultaneous attacks upon three of the most important British strongholds—the points which naturally would be the bases of supply and communication for the invading army. That the defense of these strongholds will be stubborn and very likely effective need hardly be said. But it is evident that the policy of the Boer leaders thus far promises to give them advantages which will obstruct the British advance materially and greatly prolong the war. The Boer forces are mounted. They are operating on interior lines and are able to manoeuver over long distances on ground with which they are familiar. They already control all the passes into the Transvaal. With Mafeking and Kimberley under siege and two columns operating on the offensive in Natal, they, for a time at least, will be able to devastate a considerable territory, cutting telegraph wires, destroying railways and bridges and seizing stores of ammunition and supplies. No matter how far they are able to proceed into British territory before they are checked in their advance, the Boers seem to have hit upon the strategic policy which is best calculated to retard the subsequent movements of the British forces when the real advance into the Boer republics is attempted some weeks hence.—[Chicago Record.

For Rent Unfurnished
Or For Sale.

The premises 40 Everett street; a substantial, well built house. Will sell at a moderate price or will lease. Apply to

R. C. DERBY,
138 BELLEVUE AVENUE.

AMERICAN SADDLES POPULAR.

The American saddle has now penetrated to all lands as thoroughly as the American wheel, locomotive or typewriter. One can drop into almost any prominent local saddlemaker's show rooms, especially the wholesale dealers, and find orders going to distant parts of the globe.

During the past year or so there has been a great change and a wonderful development in American saddles. The black saddle is a thing of the past. It is only a question of probably a few months until the fair leather saddle will be adopted by the army. It has already been adopted by national guards in all states, and the guardsmen have found it so superior to the old black saddle that, like the tan shoe, it has come to stay. It is not only more durable but looks better when new, and improves in appearance with age. It needs no polishing, as the black saddle constantly required, and for summer campaigning, it is much cooler both for the horse and the rider.

The civilian rider was the first to discover the superior merits of the fair leather saddle, and, consequently, it is made for him more extensively than for the military rider. Some of the up-to-date park saddles shown in the local salesrooms are truly works of art compared to the cumbersome, ill-fitting saddle of 10 years ago. Pigskin is the material used in the finest grades of fair leather saddles, and, strange to say, while the American saddle manufacturers are turning out the best pigskin saddle in the world they are compelled as yet to use imported leather. They all say that the American tanned pigskin is not up to the mark, and that there is room for the tanners of this country to get into this field with large profits if they can only turn out leather that will hold up to the imported pig.

The trees which go into the American saddle are acknowledged to be better than the trees of any other country, and the [illegible] are doing a large export business, as well as controlling the local [illegible]. They have the art of saddletree making down to the point that any horse or pony can easily be fitted unless he is abnormally formed.

Saddlers do not slap any kind of a tree on a horse and fill up the ill-fitting places with thick blankets as formerly. Such a great variety of trees are made that a horse is fitted comfortably, and one thin saddle cloth is all that is necessary between the saddle and the animal. There is no need of sore backs any more. The rider and horse can both be comfortable on the longest journeys.—[New York Times.

SITUATIONS WANTED.

WANTED—Situation to do chamberwork or waiting, or would do light housework. Box 26, Daily News Office.

WANTED—Situation as waitress or chambermaid; good reference. Apply at 11 Dixon street.

WANTED—Situation by Swede as chambermaid and waitress, with good references. Please call at 231 Thames street.

WANTED—Situation by a respectable woman; willing to learn duties of maid for ladies or chamberwork. Address Box 40, Daily News Office.

WANTED—Situation as good cook; good Newport reference. Address Box 51, Daily News Office.

WANTED—Situation by woman to do cooking in small family, or general housework; willing to go in country; references if wanted. Apply 314 Thames street.

WANTED—Situation as chambermaid or waitress; good Newport reference. Address Box 60, Daily News Office.

WANTED—A place by a good plain cook, where other servants are kept, in a small family. Good references. Address Box 35, Daily News Office.

WANTED—By man and wife, house, or house and grounds to take care of for the winter; man a gardener. Address Box 21, Daily News Office.

WANTED—Situation for general housework or second work; references. Address Box 45, Daily News Office.

WANTED—Situation by young girl, willing and obliging, for sewing and chamberwork, or light housework. Address Box 56, Daily News Office.

HELP WANTED.

WANTED—A Protestant maid and seamstress, who can cut and fit. Address Box F, Daily News Office.

WANTED—A laundress; good reference and willing to go to New York. Call at 3 o'clock, Miss Ketchas, Webster street, corner Spring St.

WANTED—Saleslady in the millinery department at 191 Thames street.

WANTED—A good plain cook, who understands laundry work; must bring good references. Apply at 91 Rhode Island avenue.

WANTED—A thoroughly competent maid and seamstress, who can cut and fit. Address Box 7, and give references.

GENERAL WANTS.

WANTED—By retired petty officer, the care of vacant house during owner's absence; 6 years' reference from last employer. Address James Connell, 30 Young street.

LOST AND FOUND.

FOUND—Bicycle, which owner may have by proving property and paying charges. Apply 75 Rosemeath avenue.

LOST—Oct. 19, bunch of keys. Finder will please return to 11 Tyler street or paint shop O. C. S. B. Co., and receive suitable reward.

LOST—An Elks' watch charm. Finder will be suitably rewarded upon returning it to R. J. Fay, 550 Thames street.

FOR SALE.

For Sale---Pony.

Apply to Mrs. J. F. Stone, Webster street and Bellevue avenue.

FOR SALE.

Dr. Dion-Bouton Motorcycle

Convertible quadricycle and tricycle, in good order. Address Box 57, Daily News Office.

TENEMENTS, ROOMS AND BOARD.

WANTED—Furnished rooms for light housekeeping for lady and two children, aged 10 and 4. Modern conveniences; central location. Please state terms, which must be reasonable. Box 18, Daily News Office.

TO LET—Furnished rooms at 38 Green street.

FOR RENT—Furnished rooms; terms reasonable, central location, bath, gas and steam heat. Address Box 61, Daily News Office.

Furnished Rooms for Young Men,

With bath, gas and heat, $2 and up. 151 Spring street.

TO LET—Second and third floors, 275 Thames street, suitable for offices, club, or barber shop. Apply to J. D. Ridley, 12 Park street.

TO RENT—Upper part of house, 14 Central court; eight rooms, closet, hot and cold water. Apply on premises. J. M. Swan.

Furnished Rooms to Let,

With or without board. Apply to Mrs. C. Anderson 22 Prospect Hill street.

MASSAGE.

Miss E. C. Dimock, Masseuse.

Refers to DOCTOR DOUGLAS GRAHAM, BOSTON, by whom was graduated. 205 Spring street. Telephone 210-4.

DR. E. C. HOLLOWAY,

CHIROPODIST AND ELECTROLYSIAN,

Office, 70 Spring St., Newport, R. I. Open Evenings. Orders may be left at Seabury's Shoe Store.

THE WEATHER.

WASHINGTON, Oct. 19, 8 A. M.—For New England—Fair tonight and Friday; light northwest winds.

FOR BOSTON AND VICINITY.

BOSTON, Oct. 19, 8 A. M.—Forecast for Boston and vicinity—Fair tonight and Friday; cooler tonight; northwest winds.

WEATHER CONDITIONS.

The unsettled conditions that were over the Lake region and New England passed off during the night, and except some cloudiness in the upper Lake region and upper valleys, fair and generally clear weather prevails over the country east of the Rocky mountains today. The storm on the Pacific coast has increased in force, and is central this morning on the coast of Washington and Oregon. The pressure has increased decidedly over all sections east of the Rocky mountains and is generally above 30 inches. It is cooler in the middle and north Atlantic coast districts and continues cool in the Lake region and upper valleys.

J. W. SMITH,
Local Forecast Official.

LOCAL CONDITIONS.

Oct. 19.	8 h	12 h	11 a
Temperature.	62	70	71
Barometer.	29.96	29.95	29.93
Wind.	W	NW	NW
Weather.	Clear	Clear	Clear

MINIATURE CALENDAR.

THURSDAY, OCTOBER 19.

Sun rises	6 h 01 m
Sun sets	16 h 56 m
Moon rises	17 h 05 m
Length of day	10 h 55 m
Day's decrease	4 h 22 m
High water	7 h 19 m; 19 h 15 m

FRIDAY, OCTOBER 20.

Sun rises	6 h 02 m
Sun sets	16 h 55 m
Moon rises	17 h 30 m
Length of day	10 h 52 m
Day's decrease	4 h 25 m
High water	8 h 05 m; 20 h 31 m

SATURDAY, OCTOBER 21.

Sun rises	6 h 04 m
Sun sets	16 h 53 m
Moon rises	18 h 37 m
Length of day	10 h 49 m
Day's decrease	4 h 28 m
High water	8 h 51 m; 21 h 15 m

SUNDAY, OCTOBER 22.

Sun rises	6 h 05 m
Sun sets	16 h 52 m
Moon rises	19 h 30 m
Length of day	10 h 47 m
Day's decrease	4 h 30 m
High water	9 h 39 m; 22 h 10 m

Moon's Phases.

Last Quarter, October 26, 4 h 40 m, E.
New Moon, November 3, 5 h 27 m, E.
First Quarter, November 10, 5 h 35 m, E.
Full Moon, November 17, 5 h 19 m, W.

NEW TODAY.

Lost—Keys; 4th page.
Lost Watch; 4th page.
For Sale—Pony; 4th page.
Found—Bicycle; 4th page.
Wanted—Saleslady; 4th page.
Opera House—Biograph; 5th page.
Barney—Special Notice; 2d page.
A. C. Titus Co.—Chairs; 1st page.
Wanted—Furnished Rooms; 4th page.
Wanted—Situation to do Cooking; 4th page.
Simeon Hazard—Estate on W. Broadway; 4th p.
Wanted—Situation to do Chamberwork; 4th p.

Changes of advertisements should be sent in the night before or early on the day of issue to insure insertion.

FOR SALE.

On Honeyman Hill, a property containing a large Swiss villa, stable, greenhouses, bowling alleys and 22 acres of land.

Also another property containing a Queen Anne cottage, with stable, etc., and about 12 acres of land. Both are on the hill at an elevation of 120 feet and command a fine view of the ocean at the south and Narragansett Bay on the north as well as the pretty valley running north and south just west of these properties. They can now be had at tempting prices and are also for rent.

HERBERT L. DYER,
1 TRAVERS BLOCK, CORNER BELLEVUE AVENUE AND BATH ROAD.

Steam and Hot Water Heating,
Electric Bells, Burglar Alarms
Gas and Electric Lighting.
Philip F. Conroy,
TELEPHONE 272. 181 THAMES ST.

HEALTH INSURANCE.

Pays **$25.00** a week to assured for sickness by any of the following diseases:

Cerebro-Spinal Meningitis,
Pneumonia,
Appendicitis,
Peritonitis,
Bronchitis,
Diabetes,
Pleurisy,
Erysipelas,
Typhoid Fever,
Typhus Fever,
Scarlet Fever,
Diphtheria,
Asiatic Cholera,
Varioloid,
Small Pox,
Measles,
Tetanus (Lock Jaw).

Also **$2,500** for Total Blindness, or Complete Paralysis of the body, or both hands, both feet, or one hand and one foot, caused by disease.

Cost $10 a year.
Cost $5 a year, ½ Benefits.

HENRY BULL, JR.,
INSURANCE, 197 Thames street.

Beginning October 23, 1899,
The sessions of the

Evening Elementary Schools

Will be held in the
Clarke Street Schoolhouse
MONDAYS, WEDNESDAYS and FRIDAYS
of each week at 7:30 o'clock.

Persons fifteen years of age and over will be admitted upon application at the school.

The EVENING CLASSES in MECHANICAL DRAWING and double-entry BOOKKEEPING will be organized in the TOWNSEND INDUSTRIAL SCHOOL on Tuesday, Oct. 24, 1899, at 7:30 P. M.

BENJ. BAKER,
Supt. of Schools.

TRICYCLE FOR SALE.

A tricycle in perfect order, little used Price $65. Address Box 42, Daily News Office.

Christmas Kittens

Orders are already being taken at THE OASIS KENNELS, reserving Persian and Angora kittens for Christmas gifts. Choice should be made early to secure kittens being held.
27 RHODE ISLAND AVENUE.

Miss E. S. Peckham, Masseuse.

General and facial massage. Treatments with electricity if desired. Also Swedish movements.
15 Newport avenue.

A. W. LUTHER,
Jamestown Real Estate Agency.
Office at Jamestown on Ferry Wharf.

25 years' experience in Jamestown Real Estate.
SOLE AGENT FOR MANY OF THE FINEST BUILDING SITES IN JAMESTOWN.

EDWIN T. BANNING
Architect,
209 Thames Street.
ROOM 36.

SPECIAL NOTICE.
FARMS TO RENT.
A. O'D. Taylor,
Real Estate Agent, 131 Bellevue Avenue, Newport, R. I.

Has inquiries for farms in Middletown (3 of them) to hire for agricultural purposes. Owners desirous to let their farms will please communicate with Mr. Taylor as soon as possible. Farms with residences preferred—acreage say 20 to 40 acres.

Middletown farmers are respectfully requested to note this advertisement. Would hire for 1 or 3 years.

BORN.

McCREADY—In this city, 16th inst., a son to Mr. and Mrs. R. A. McCready.

MARRIED.

PETTY—WELLS—In Natick, 16th inst., Captain Julius A. Petty to Miss Susie Wells, both of Tiverton.

DIED.

SHEA—In this city, 18th inst., at her residence, 21 Howard street, Catherine R., widow of John F. Shea.
Funeral Friday, 20th inst., at 3 P. M. Relatives and friends are invited to attend.

BROWNELL—In Little Compton, 17th inst., Cornelius B. Brownell, aged 73 years and 6 months.

GRAY—In Providence, 18th inst., Isabella, wife of A. T. Gray.

McGINN—In Providence, 19th inst., John C. McGinn, in his 56th year.

ELSBREE—In Valley Falls, 16th inst., Evelyn, wife of Thomas D. Elsbree, in her 55th year.

ROBERT G. COTTRELL, Undertaker and Embalmer, 322 & 324 Thames street. Residence, 101 Mill street. Telephone at office and residence.

If you have catarrh, rheumatism, or dyspepsia, take Hood's Sarsaparilla and be cured as thousands of others have been.

For Sale.

Estate of James T. Easton on West Broadway.

Lot about 40 by 80, with dwelling-house.

Full particulars of
SIMEON HAZARD,
SOLE AGENT.

H. L. Marsh. Howard R. Peckham.

Hay, Grain,
Straw, Salt.
H. L. Marsh & Co.,
Office at Elevator, near Pass. Station
Branch Store, 162 Broadway.

CAUCUSES.

Republican Caucuses.

The Republican Electors of the city of Newport, qualified to vote at Republican Ward Caucuses, are requested to meet in their respective Ward Rooms, on **Thursday, October 19, 1899,** at 7 o'clock P. M., for the purpose of nominating and balloting for the choice of Republican candidates for Warden and Ward Clerk for their respective wards, to be voted for at an election to be held on Tuesday, November 7, 1899; also to elect by ballot five (5) delegates, from each Ward, to attend a Republican City Convention to be held in the Representatives' Chamber, at the State House, on Monday, October 23, 1899, at 8 o'clock P. M., for the purpose of nominating Republican candidates for Mayor, City Treasurer, four (4) members of the Public School Committee to serve three (3) years each and one (1) member of the Public School Committee to fill the vacancy caused by the decease of Public School Committeeman Archibald B. Sayer, and to serve his unexpired term.

All of the foregoing candidates to be voted for at an election to be held on Tuesday, November 7, 1899.

The polls at the caucuses will open at 7 o'clock P. M., and shall be closed at 9:30 o'clock P. M.

By order of the Republican City Committee.

R. P. HAMILTON, Chairman.
THOS. B. CONGDON, Secretary.

To the Democratic Electors of the City of Newport, R. I.

The Democratic Electors of the City of Newport, R. I., will assemble in their several Ward Rooms on **Friday, October 20, 1899,** at 7 o'clock P. M., for the purpose of choosing Wardens and Warden's Clerk and also of electing five delegates from each ward to attend a convention of delegates to be held in State House, Tuesday, Oct. 24, 1899, at 8 o'clock P. M., to nominate candidates for Mayor, City Treasurer, and four members of the school committee; and also to nominate a member of the school committee to fill the vacancy caused by the death of Archibald B. Sayer.

The polls at the caucuses will open at 7 o'clock P. M., and shall be closed at 9:30 o'clock P. M.

FRANK F. NOLAN,
Chairman Democratic City Com.
J. FRANK ALBRO,
Secretary Democratic City Com.

NOTICE.

In pursuance of a call issued by the Democratic City Committee of the City of Newport, R. I.

The Democratic electors of said city are hereby notified that the ward caucuses of Democratic electors in the several wards of said city entitled to vote upon any proposition for the expenditure of money or to impose a tax will be held in the several ward rooms in said city on **Monday, October 23d, 1899,** at seven o'clock in the evening, for the purpose of nominating candidates for the offices of Alderman and Common Councilmen in the several wards respectively to be voted on at the election in said city to be held on Tuesday, November 7th, 1899.

The above mentioned caucuses will be held at seven o'clock in the evening and the polls will be open from seven o'clock until half past nine o'clock in the evening.

DEMOCRATIC CITY COMMITTEE,
By Frank F. Nolan, Chairman.
J. Frank Albro, Secretary.

Coddington Savings Bank.

Newport, R. I., Oct. 17, 1899.

A SEMI-ANNUAL DIVIDEND at the rate of 4 per cent per annum will be paid on and after Wednesday, October 18, 1899.

NATH'L R. SWINBURNE, Treasurer.

To Let.

Upper Tenement 28 Mann Avenue,
WITH MODERN IMPROVEMENTS.
FRANCIS S. and STEPHEN P. BARKER.

CHANGING CREWS.

New York World and London Mail Offer a Cup for Another Race.

NEW YORK, Oct. 19.—The Evening World makes the following announcement today:

For the purpose of demonstrating still further the qualities of the Shamrock in a stronger wind than the Irish challenger has yet had, the Evening World and the Daily Mail of London have agreed to offer a cup to be sailed for by the Shamrock and Columbia in an extra race, on such day as Mr. C. Oliver Iselin, managing owner of the Columbia, and Sir Thomas Lipton, owner of the Shamrock, shall agree.

The Evening World and the London Mail suggest to Messrs. Iselin and Lipton that a further test be made, and that it shall include a change of crews, so that we shall settle the question whether the men who sail the Columbia are superior in seamanship to the men who sail the Shamrock. This test can only be shown by permitting the Columbia's crew to sail the Shamrock and the Shamrock's crew to sail the Columbia.

If Messrs. Iselin and Lipton should not deem this plan expedient, the Evening World and London Mail will offer another cup to be sailed for by the two yachts with their own crews over any course agreed upon.

Sir Thomas Lipton has often expressed his belief in the superiority of his boat in the right sort of wind. He said he would like to have another contest, as the Shamrock had not been tested in any but a windward race.

DECEIVED EVERYBODY.

Extensive System of Counterfeiting Railroad Tickets.

DENVER, Col., Oct. 19.—The officials of the Colorado Midland Railway Company have discovered a case of ticket counterfeiting which promises to prove one of the most extensive ever unearthed in this country. The ticket counterfeited is what is known as a skeleton round-trip form. The ticket is so made that, with the coupon attached, it can be made out to any point in the country and return. The tickets found have been all on the eastern points and they were so nearly perfect that not only conductors but employes in the general office passed them without question. The officials have no idea of the number of tickets out, but believe it to be large. There is no clue to the counterfeiters.

Verbal Changes in the Alaska Agreement Unimportant.

LONDON, Oct. 19.—The British foreign office asserts that the verbal changes in the terms of the Alaskan modus vivendi are of no practical importance and have been readily agreed to, and that it is assumed that the United States Secretary of State, Colonel John Hay, and the British charge d'affaires in Washington, Mr. Tower, will sign tomorrow.

Lawton Supposed to be in San Isidro.

MANILA, Oct. 19, 4:30 A. M.—General Lawton is supposed to have reached San Isidro. No communication has been received from him since he left Arayat this morning.

NOT MANY CANDIDATES YET.

Things seem to be very quiet politically. Though tonight is the time set for the election of delegates to the city convention for the nomination of a Republican candidate for mayor, the party does not appear to have any prominent candidate for that position, and it looks as though the tactics of the past few years would have to be followed and the delegates left to select a standard bearer. As for ward tickets, it seems yet a trifle early to mention candidates. Some are being groomed in the various wards for various offices, but how many of these will materialize at the polls remains to be seen.

Great interest is being taken in the contest in the Fifth ward for the nomination for first councilman at the caucus Monday night, between M. J. Murphy, the present incumbent, and J. Joseph M. Martin. Mr. Murphy on account of his three years' service in the council will of course have a strong backing, but the friends of Mr. Martin are not at all troubled over this fact, as they are confident that his numerous friends will rally to his support and win him the caucus nomination. Mr. Martin is well known as a prominent athlete and a member of the First regiment, United States volunteers.

CAPTAIN GOODRICH TO BE CENSURED.

Considerable comment has been caused in naval circles by the promulgation by the Navy Department of the findings of the court of inquiry which investigated the shortage of coal on cruiser Newark. Acting Secretary Allen adopted the recommendation of the court that Captain C. F. Goodrich, commanding the Newark at the time the incident occurred, and Lieutenant Albert Moritz, in charge of the engineer department of the ship, be censured, the former because he failed to take definite measures to ascertain the actual amount of coal on board, and the latter because he failed to report the definite amount of shortage.

JAMESTOWN.

[Regular correspondence of the News.]

The directors of the Jamestown & Newport Ferry Company held a meeting yesterday to consider plans for improving the company's property. It was decided to widen the approach to the wharf on the Jamestown side 12 feet. President Anthony was appointed a committee to obtain plans for the landing which it is proposed to build on the company's property on the Newport side.

One plan presented called for a slip about the size of the one now in use, to be planked 25 feet back from the bridge. The bridge was to be 24 feet in width and 30 feet long. The present bridge and floats would be used. On the south side a waiting room would be erected, 43 by 24 feet, to be divided into two rooms and to contain toilet rooms and a ticket office. On the north side a freight room would be built so that trunks with freight would be run in instead of standing on the wharf, as is now done.

The Fort Adams and Torpedo Station launches would be provided with suitable floats as now, the Fort Adams landing being on the south side and the Torpedo Station's on the north. This plan would enable the company to secure the same rent for the property as now, and also save the rent which they are paying for their landing place. Some of the old buildings on the wharf would be cleared away and the approach much improved.

Mr. Daniel L. Hazard has closed his cottage and gone to Newport.

Mr. and Mrs. E. G. Littlefield have returned from Narragansett Pier.

Mr. J. J. Watson, Jr., and a party are in town today on a fishing excursion.

LOOKS LIKE NO RACE.

CONTINUED FROM FIRST PAGE.

flying the signal that the Columbia was ahead.

At 11:51 the wind along the course was not blowing over six miles an hour, but the Columbia appeared to be gaining slowly so far as could be seen through the haze.

At about 11:53 a despatch from the Western Union cable boat said the Columbia must have increased her lead greatly, for she was almost out of sight in the haze, while the Shamrock was still plainly in view. At 11:56 another despatch from the Western Union cable boat said both yachts had broken out their spinnakers.

A despatch from Asbury Park at noon said the Columbia was still leading and seemed to be drawing away from the Shamrock.

At 12:06 a despatch from the Western Union cable boat said the two yachts had gone out of sight in the haze, with the Columbia still leading when last seen. The wind was then dropping off.

At 12:07 the observer of the Associated Press at Asbury Park said the Shamrock from that point appeared to be gaining on the Columbia, as the challenger was holding a better breeze. The turning mark could not be seen from Asbury Park at that time.

At 12:16 the sails of the Columbia were drawing better and it appeared that the Shamrock had run into the calm streak from which the Columbia had drawn out some time before. At 12:17 the Asbury Park observer said the Columbia appeared to be increasing her lead once more.

At 12:18 the wind appeared to have freshened somewhat, the sails of the yachts were well filled, and the Shamrock seemed to have benefitted more than her rival by the strengthening breeze.

At 12:23 the observer at the Highlands telegraphed that the haze had lifted slightly and that the two yachts could be seen running before the wind for the outer mark, with the Columbia leading. The Long Branch life saving station a few minutes previous to this, reported that the Columbia seemed to be a quarter of a mile ahead.

At 12:25 the two yachts were nearing the turning mark, both holding on to their spinnakers.

By Associated Press dispatch boat Ellis—At 11:40 the Columbia was leading the Shamrock by eight boat lengths and the boats had traveled about six miles. They had made a reach instead of a run out of it, and were over two miles off the course. Instead of heading to sea, they were running down the Jersey shore. Sooner or later they would have to square and run for the mark.

At 12:33 Asbury Park said the yachts had passed, disappearing from view in the haze, with the Columbia still holding her own and possibly gaining slightly.

At 12:35 the breeze had become steadier and the Columbia was increasing her lead.

At 12:43 Asbury Park said the yachts then appeared to have a good breeze and to be nearing the outer mark. The excursion boats were still headed southeast or in the direction of the turning mark. The Shamrock appeared to have benefitted somewhat by the better breeze and to have crept up on the Columbia.

The Western Union cable boat at 12:45 reported that only a four-knot breeze was blowing, and it was very fitful.

The Columbia at 12:46, the Long Branch observer reported, was still in the lead. At 12:47 Asbury Park telegraphed that both boats had taken in their spinnakers and gybed, apparently owing to a changed wind.

At 12:53 the breeze off Asbury Park was steadily increasing and coming from the northeast, which accounted for the two yachts gybing.

The Western Union cable boat at 1 p. m. reported that there was almost a calm at the finish line and that sailing craft within a radius of four miles barely moved. It was added that the conditions at that time were worse than on a majority of the days when lack of wind prevented the races being finished.

Associated Press dispatch boat Wanda, off Long Branch, at about 1:10 displayed the signal: "The Columbia was ahead when we left the course."

Asbury Park at 1:11 said a good northeasterly breeze was blowing there near the shore, but that a schooner 10 miles out appeared to be becalmed and that seemingly the racing yachts had very little wind.

The Western Union cable boat at 1:18 reported that the slight puffs there showed a tendency to come from the south, which would mean a fair run home for the yachts instead of a beat back.

Associated Press Despatch Boat Wanda—The Columbia was a good quarter of a mile ahead at 1:25. Both boats were running toward the mark and had covered about four-fifths of the course at that time. The wind had died down and was fitful and uncertain, dropping at times to four knots. There is a possibility that the wind will not hold long enough to allow the yachts to finish in time. In the luffing match in the long reach from the starting line the Columbia had the better of it.

12:47 the Shamrock took in her spinnaker and gybed her boom to starboard. A minute later the Columbia did likewise, still holding her lead of a quarter of a mile, at 12:53.

At 1:38 the wind off Sandy Hook lightship was west-southwest and freshening.

The Highlands of Navesink at 1:29 reported that the two yachts could then be dimly made out. From there it looked as if they were both becalmed and pretty close together. The wind at the Highlands at 1:30 was blowing from west-northwest but it was very light indeed, almost a calm.

At 2:16 Asbury Park reported that the two yachts were still headed in a southerly direction and that the second boat was closing up the gap between them.

A despatch from the Highlands at 2:25 said the Columbia rounded the leeward mark at about 2:21:30, unofficial time.

The Western Union cable boat at 2:35 said there were no prospects, from the outlook off Sandy Hook lightship, of the yachts being able to finish within the time limit. The sea was like glass and the wind was only about two knots an hour.

A despatch from the Highlands at 2:36 said the Shamrock turned the leeward mark at about 2:30:35.

At 2:43 Asbury Park reported that the wind was increasing there, blowing from east-southeast.

LOST TWO SECONDS.

Shamrock Handicapped, and Beaten in a Luffing Match.

NEW YORK, Oct. 19. (By Associated Press Despatch Boat).—The conditions about the starting line near Sandy Hook lightship today were more favorable for good racing than on any other day but one during the racing season. There was brilliant sunlight, comparatively smooth sea, and a steady breeze from about northwest that at 9 o'clock gave evidence of improving with the growing day. For spectators it was ideal weather, the sunlight warm, the observation clear and the boats that came down early were better filled than for many a day. Toward 10 o'clock the wind was as good as Tuesday, when the Columbia covered a triangular course in three hours and 37 minutes.

The course today was a run to leeward, southeast by south, and a beat back. There was some regret expressed about the start that the race could not be triangular, so that the merits of the two boats in reaching could be tested.

Immediately after the preparatory signal was fired from the committee tug Luckenbach, at 10:45, the Manning, the flagship of the patrol fleet, tooted her whistle to warn all boats but the two contestants out of the patrol line, and Sir Thomas Lipton's yacht Erin took up the signal and re-echoed it down the line.

Previous to the signal the Shamrock began to get her spinnaker ready to break out on the starboard side, and as soon as the gun was fired ran her balloon jib up to the outer stay in readiness for the start. The Columbia was north of the lightship when the gun was fired, but swung around at once and bore down toward the line. Her crew also made the spinnaker pole ready to lower to starboard.

The American boat made a couple of tacks to windward of the line and at 10:50 her big jib ballooner was set up on the stay. The Shamrock, being to westward of the committee tug, swung off after sending up her ballooner, and with sheets close hauled ran up to the Columbia, overhauling her a half minute before the warning gun was fired, at 10:55. The challenger did not attempt to push to windward of her rival, but contented herself with keeping abreast of her.

In these relative positions the two racers came close up to one of the revenue cutters. Then the Shamrock swung off to starboard, and as soon as the Columbia had rounded to port gybed over and worked up across the latter's stern. Both were then heading toward the starting line, and when the starting gun was fired at 11 o'clock they were making leisurely for it. The Columbia was moving just a little faster when the signal was given, but the Shamrock's crew almost immediately broke out her ballooner to port and under this increase of canvas the challenger began to foot better than the defender.

As soon as the Shamrock's ballooner had been broken out and was fairly trimmed aft the forestaysail was lowered and the wind filled the great sails splendidly, driving the craft ahead at a fine speed. The Columbia's crew did not hurry about breaking out their ballooner, waiting until Captain Barr saw that the Shamrock was gaining a trifle. Then a pull was given to the sheet and the huge sail slowly filled to the wind. The Shamrock's crew meantime had lowered the spinnaker pole to starboard, but did not break out the sail then. The time for firing the handicap gun was drawing near and the Columbia crossed the line at 11:01:53. The Shamrock was over time, Hogarth not getting his vessel over until 11:02:02, two seconds after the handicap gun was fired. The English racer thus lost that time.

South-southeast, out to sea, the mark boat set down the leeward course which the wind called for. Almost due south, along the Jersey shore, with spinnakers in stops and sheets just eased off, the two boats started off, apparently at right angles to the course laid down, and it was seen that a mild luffing match was on. It was evident that Captain Hogarth of the Shamrock, with firm belief in the reaching powers of his boat, was trying to indulge her in that line. Captain Barr on the Columbia seemed nothing loath to try it out, and so began the reach for the course. The Columbia led four lengths, for her position under the reaching tactics had but one disadvantage, that she was to leeward; still there was small fear of being blanketed. The first 10 minutes were monotonous. The excursion fleet, to begin with, confused by the guns, missed the fact that the boats had started and there was not a whimper from a steam whistle. There was a sudden scurrying on all sides when it turned out that the starting manoeuvre was really the race. The lead was so certain that all that was left was to watch the boats to see them square away.

At the end of 15 minutes the boats were under the same canvas, mainsails and clubtopsails, with the big ballooners that bellied out before them. Captain Hogarth apparently had done well to work the reaching end. He held his own by it, but at 11:20 it looked as if his belief in his boat's reaching power had been misplaced, as it had been regarding her pointing and running. The change was a slow one, but the Columbia ran ahead of the Shamrock. At 11:40 the lead had been increased to eight boat lengths, and the boats were over two miles off the course, down on the Jersey shore.

Persistently both sloops held on the long starboard reach, which was carrying them continually further to the southward of the course indicated by the committee boat, which was standing off to the southeast. It seemed to the thousands of spectators on the excursion boats that the luffing match would never end. Spinnaker poles were out to starboard on both sloops, with the great sails in stops, ready to be broken out at a moment's notice. Apparently Captain Hogarth felt that the Shamrock could close up the Columbia's lead, and while the Columbia was slowly but surely widening the stretch of blue water between her stern and the green bow of the challenger Captain Barr was seemingly not satisfied that he could safely take the initiative in running for the mark.

Finally at 11:51, the Shamrock gave in, the stops on her spinnaker were loosened, and the great expanse of canvas was bellied out before the wind as the main sheets were simultaneously eased off to port, and the boom went far out. The skipper of the Columbia was waiting and ready, and it took the men on the white sloop but three seconds to follow suit and have all sail drawing. As they finally turned their prows toward the outer mark it was apparent that the Columbia had been creeping steadily ahead for half an hour, and held at least a good quarter of a mile lead. She had clearly outfooted the green yacht on the long reach, the point of sailing on which the latter was supposed to be particularly strong, and for which Sir Thomas Lipton wished to sail against the Columbia over a triangular course.

The wind began to subside about noon and while the great sails fluttered a bit they filled fairly well. The Columbia's canvas set better than that of her rival and she took the seas easier. The additional ballast in the Shamrock did not seem to improve her work much.

Under the heavy weight of sail forward she went down by the head appreciably. Her sails shook as the breeze was spilled out of them. Her spinnaker did not set so well as that of the Columbia, and her larger clubtopsail did not seem to avail her to advantage.

The Columbia's lead was not decreased as the challenger sped on in pursuit of the defender, and at 12:30, after covering about 10 miles of the course, the white boat was still a good quarter of a mile ahead. The wind, which had been a bit shifty and inclined to haul off to the westward, went back to northwest soon after noon, and seemed to lose its energy. Throughout the excursion fleet was heard again the murmur, "No race," but soon the fickle breeze freshened. It was unsteady, dropping frequently to not more than four knots.

BULLETIN CROWD PATIENT AND SATISFIED.

The prospects of a good race seemed all right this morning when the first bulletins were received at the News office, and in consequence a crowd of yachting enthusiasts and of others, some of whom would probably not know a forestaysail from a baby jibtopsail, but all of whom wanted to know which way the race was going, gathered in front of the News building and watched the bulletin board. It must be acknowledged that about all the satisfaction they had was in seeing that the red diamonds were pasted in front of the green shamrocks, showing that the American yacht was ahead at the start, and continued to hold the advantage. The wind appeared to come from about all points of the compass, from northwest around to northeast, and was evidently of a very baffling nature. The reports bulletined on the boards were in consequence far from satisfactory except for the fact that the Columbia's name always appeared in the lead and the American boat was evidently holding her own. The crowd, shifting of course as to personnel, also held its own and did not lost its patience, even though it did not get much news.

LOCAL BRIEFS.

—Mr. John Bolt has gone to New York.

—Heavy gun practice was begun at Fort Adams this afternoon.

—Torpedo boat Stiletto has returned from New York to the Torpedo Station.

—The Jeter family's instrumental and vocal concert will take place this evening at the Shiloh Baptist Church.

—Miss Julia J. Murray of this city will be married at St. Mary's Church, October 26, to Mr. William C. Tracy of Providence.

—Mr. Albert Wiles of this city will spend the winter in New York. Mr. Wiles has been a resident of Newport for nearly a quarter of a century.

—Lieutenant R. H. Osborn is detached from the Torpedo Station and assigned to the Constellation, and Lieutenant S. P. Fullinwider is detached from the Torpedo Station and assigned to duty at Indian Head, Md.

—The Devotion of the Forty Hours was begun this morning at St. Mary's Church in connection with the mission for women now in progress. It will end with the usual services Saturday morning. As no requiem mass can be celebrated during the continuance of this devotion, the funeral service of the late Mrs. John F. Shea will be held tomorrow from her late residence, instead of at the church, as is the usual custom.

—Miss Margaret O. Paul, daughter of Mr. Frank W. Paul, will be married to Mr. John Kent Kane of Wilmington, Del., Wednesday, November 15, at Rosemont, near Philadelphia. Miss Paul is a niece of the late Mrs. William Waldorf Astor and of Mr. James W. Paul, Jr., of Philadelphia. The groom is a grandson of Dr. Elisha Kent Kane, the Arctic explorer, and a nephew of the late Thomas F. Bayard, formerly ambassador to the Court of St. James.

—What will be a novelty for Newport, though it has been an annual occurrence in neighboring cities, will be the baby show to be held tomorrow afternoon in Masonic hall. These shows have proved attractive, for women especially, in other places and have generally resulted in quite a gathering of babies of different colors, complexions, ages and sexes. Twins and triplets usually prove special favorites, and with the exception of triplets it is supposed that Newport's first baby show tomorrow will have the usual variety of wee specimens of humanity whose mothers feel a maternal pride in their offspring, and each of whom thinks her particular baby is just about the sweetest and cutest in existence.

DEWEY IN THE BIOGRAPH.

Much has been written and said concerning the American biograph and its wonderful animated pictures taken from life, and in every city where the biograph has been shown it has excited great interest and been the amusement fad of the hour. Crowds have seen reproduced the principal events in the every-day drama of life, and viewed with wonder this latest product of a century of startling and wonderful scientific inventions.

The American biograph has made it possible to reproduce and bring to our doors the stirring scenes of the Spanish and Filipino wars, and several of the pictures shown reproduce the different battles on land and sea in and about Santiago and Manila in a vivid and lifelike manner. The pictures of Admiral Dewey and the great New York celebration, showing the land and naval parades; also the Columbia-Shamrock races, and the pictures of Pope Leo XIII, will be features of the exhibitions here, with many others on a variety of interesting subjects.

Some of the pictures by the American biograph consume over three minutes in their showing, and they are all so clear and lifelike that it does not require much stretch of the imagination for the audience to lose consciousness of the fact that they are looking at a moving picture, and imagine themselves at the front and participants in the actual scene portrayed. The pictures shown are over 18 feet square, nearly three times the size of any other moving picture ever shown. Thirty-two pictures are shown nightly and the program is constantly changed, several being of a humorous nature.

McKinley Back in Washington.

WASHINGTON, Oct. 19.—President McKinley and party reached Washington at 12:25, nearly an hour behind schedule.

Leased to the Louisville & Nashville.

NASHVILLE, Tenn., Oct. 19.—At a meeting of the board of directors of the Nashville & Decatur railroad, held here yesterday, the lease of the road for 999 years to the Louisville & Nashville was ratified.

Heating Stoves

Of every description.

Agents for the celebrated Glenwood Ranges, Furnaces and Hot Water Heaters.

We sell the Miller Oil Heater. Just the heater to have these chilly mornings. No smoke or odor from it.

WALSH BROTHERS.

Spice-cured Corn Beef

—AND—

Savoy Cabbage

—AT—

H. F. ROONEY'S,

251 THAMES STREET.

Don't Hold Your Eyes too cheap! Nothing is too good for them! The best is poor enough! Isn't this sound sense? You say—certainly it is. Well, then—Suppose your eyes need glasses—surely you want only the proper ones—no guess work—you also want only the best—remember, there is nothing too good for the eyes. No guess work here. Examinations made scientifically, backed by over twenty years practical experience.

MY GLASSES ARE GUARANTEED TO FIT.

MY PRICES WILL SUIT YOU.

Established 1884.

MUELLER,

Scientific Optician,
106 Bellevue Ave.

Avoid Typhoid Fever.

DRINK

Pure Distilled Water.

This is distilled in its purest form at our laboratory. The water flowing from our artesian well through 150 feet of rock is entirely free from organic matter. It is quickly evaporated under a high pressure of steam, condensed in pure block tin condensers and immediately run into 5-gallon glass receivers and sealed. At no time does this water come in contact with the air. All our mineral waters are made from

Pure Distilled Water.

SIPHONS OF CARBONIC VICHY, LITHIA, SELTZER, ETC., $1.50 PER DOZEN.

CASWELL, MASSEY & CO.,

212 Thames Street. 6 Casino Building.

SPECIALS!

TEN DOZEN

Ladies' Heavy Flannelette Night Dresses, neatly trimmed, all sizes, at 42c. each

Misses' Heavy Flannelette Night Dresses, same quality as the ladies', at 38c. each,

Levy's

[illegible] BROADWAY.

HAY, GRAIN, MEAL, ETC.

For the very best quality

—OF—

Hay, Straw,

Corn, Meal, Oats and Feed

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The Chas. E. Spooner Co.

Commercial Wharf. Telephone.

HAY, GRAIN AND STRAW

SALT, Etc.

D. Shanahan, Commercial Wharf

NEWPORT

Riding Academy

Tew's Court, Newport, R. I.

Instruction in horsemanship daily, from 10 A. M. to 5 P. M.

Horses educated to saddle and all branches of high school.

Gentle horses for ladies and children, to hire at all hours.

Horses bought and sold on commission, and boarded by the week or month.

CHANDLER QUINTIN,
Veterinarian, Prop'r.

Telephone 219-2.

TRUNKS!

Henry Biesel & Sons,

SADDLE,
HARNESS and
TRUNK MAKERS.

REPAIRING.

256 and 258 Thames Street.
TELEPHONE.

Spalding's Football Goods!

Rugby and Association Footballs from $1 to $5.

Football Jackets for 40c., 50c., 60c., 75c., 90c. and $1.

Football Pants for 75c., $1.25, $1.50 up to $4.50.

Shin Guards for 50c., 75c., 90c., $1.15 and $1.35.

Morrill's Nose Mask.

Spalding's Head Harness.

Spalding's Official Football Guide.

LANDERS & SON,

67 THAMES ST. COVELL'S BLOCK

Agents for A. G. Spalding & Bros.

Here's a Novelty!

16 year old Whiskey,

Bottled in Bond.

The famous old Mammoth Cave Bourbon.

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Fresh Table Eggs.

LANDERS & PECKHAM,

142 THAMES STREET.

Telephone 120-5.

AMUSEMENTS, LECTURES, ETC.

OPERA HOUSE.

Friday Evening, Oct. 20

Broadhurst's Hilarious Sufficiency,

WHAT HAPPENED TO JONES.

(IN THREE ACTS.)

By George H. Broadhurst, author of "Why Smith Left Home," "The Wrong Mr. Wright," etc.

The Success of Two Continents.

ONE YEAR—Strand Theatre, London.

SIX MONTHS—New York.

And now being played by four companies in the United States, two companies in England, one company each in South Africa, Australia, France, Germany, Italy and Denmark.

PRICES: 25c., 50c., 75c. and $1.

OPERA HOUSE.

SATURDAY, SUNDAY, MONDAY, Oct. 21, 22 and 23.

Matinee daily at 2:30.

THE WORLD-FAMOUS AMERICAN

BIOGRAPH,

REPRODUCING

ADMIRAL DEWEY

And the New York celebration, including LAND and NAVAL PARADES.

COLUMBIA-SHAMROCK RACES,

POPE LEO XIII and scores of other great

MOTION PICTURES.

SOUVENIRS. Every lady occupying an orchestra seat will be presented with a Dewey SOUVENIR silver spoon.

PRICES: Evenings, 15c., 25c., 35c. Matinee, 15c. and 25c.

Pastor Jeter's Children

WILL GIVE A GRAND

Instrumental and Vocal

CONCERT!

Thursday Evening, October 19,

At the Shiloh Baptist Church,

Corner School and Mary Streets.

Tickets of admission, 25c.; reserved seats, 50c. Doors open at 7 o'clock. Exercises to begin at 8 sharp.

FOR BENEFIT OF SHILOH BAPTIST CHURCH.

The family will be assisted by Miss Louise Brown, a sweet soprano singer thirteen years old.

MASTER WALTER, Conductor.

BABY SHOW,

Masonic Hall, Friday, Oct. 20, from 2 to 4,

First Grand Exhibition of Prize Babies Ever Held in Newport.

TEN HANDSOME SILVER PRIZES

For handsomest boy or girl, youngest or fattest child, twins, triplets and colored babies.

Every baby entered receives free of charge a cabinet photograph of itself, to be taken at H. W. Rankin & Co's Studio, Thames street.

Admission to the public, 15c.

Mothers may enter their children by sending baby's name and age, also parents' name and address, to DeWolfe & Davis, care of Daily News. Entrants must be under 2 years and 6 months.

CONCERT IN PORTSMOUTH.

A concert for the benefit of the M. E. Church will be given at the guild house, Friday Evening, Oct. 20, 1899, under the supervision of Mrs. J. A. [illegible] of Taunton. The entertainment includes six musicians and two child readers. Admission 25c. Cake and ice cream to be served after the concert.

SECOND WEEK!

HAVE YOU VISITED THE

LITTLE CORINNE GIPSY CAMP

At 147 Thames Street?

If you have not do so at once, as this will be your last chance to have your fortune told by these wonderful ladies.

Open daily from 10 A. M. till 10 P. M.

Admission 10c. Fortunes Told Free.

LAWTON READY TO START.

Preparing to Move Along the River to San Sanidro.

MANILA, Oct. 19.--General Lawton and General Young are at Arayat, with a force of nearly 3,000 men. Gunboats Florida and Oeste are preparing to move along the river to San Sanidro, which will be held as a base for operations to the north. Extensive preparations have been in progress for several days and the expedition, whose objective is Tarlac, is expected to start today. The supplies will be taken on cascoes.

General Lawton's forces consist of eight companies of the Twenty-fourth infantry, under Colonel Keller; eight companies of the Twenty-second infantry, under Major Baldwin; nine troops of the Fourth cavalry mounted, under Colonel Hayes, and a mixed regiment, consisting of one company of the Thirty-seventh infantry, six guns, commanded by Captain Scott, one company of cavalry, and Captain Batson's Macabebe scouts. The Third cavalry is equipping at San Fernandino to join the expeditions.

FINEST OF THE KIND.

Transport Thomas, Soon to Go to the Philippines.

PHILADELPHIA, Oct. 19.--United States transport Thomas, the finest ship of the kind afloat, sailed from Cramp's shipyard this morning for New York, where she will go into dry dock to be painted. The Thomas is to go to the Philippines early in November, and will carry over 2,000 persons, including soldiers, officers, nurses and crew. In the three compartments forward of the boilers there are long rows of galvanized steel single berths, three in each frame, with woven steel wire mattresses for 642 men. There are also 144 berths aft, making a total of 788 berths. Between decks are similar accommodations for 867 more men, a total of 1,655 privates and non-commissioned officers.

On the main deck is the ice making plant, with a capacity of two tons a day. There is also a condensing apparatus for changing salt water into filtered fresh water, with a capacity of 10,000 gallons a day, a carbonating machine for making soda water, a bakery, laundry and a cold storage plant. On the spar deck are the soldiers' writing room, a dining room, with 76 seats for company and ship's officers, a saloon and lavatories.

The quartermasters' department, commanding officers' headquarters, regular officers' quarters and smoking and lounging rooms are on the promenade deck. The chart rooms and quarters of the captain and first, second, third and fourth officers of the ship on the upper bridge deck are also elegantly fitted up. On this deck, also, is a hospital for contagious diseases.

WILLIAM H. APPLETON.

Death of the Head of the Well Known Publishing Firm.

NEW YORK, Oct. 19.--William H. Appleton of the publishing house of D. Appleton & Co. died at 4:30 a. m. today at his home at Riverdale, N. Y., aged 85 years. Mr. Appleton was in seemingly good health until about 10 days ago, when he began to fail. His death was due to general debility.

William Henry Appleton was born in Haverhill, Mass., January 27, 1814. As a boy he was in constant association with his father, Daniel Appleton, at the little retail store which the latter established in Exchange place, when he came to New York from Boston in 1825. His associations with foreign authors began with Thomas Moore. He knew well Thackeray, Halleck and Bryant. He was one of the earliest advocates of international copyright, and was the first president of the American Publishers' Copyright League.

In 1838 William H. Appleton was taken in partnership with his father, and 10 years later when Daniel Appleton retired the firm was reorganized and he became its head. For nearly 50 years he was a trustee of the New York Life Insurance Company. His service as chairman of the committee on finance, for an extended period, forms of itself a remarkable record. For many years he was a director of the Delaware, Lackawanna & Western railroad.

He was one of the original trustees of the police riot relief fund, founded after the draft riots of 1863. He was long the senior warden of St. Bartholomew's Church. He was married April 16, 1841, to Mary Worthen of Lowell, Mass.

READY-MADE HOUSES.

Order from Smyrna, Turkey, for One or Two Thousand a Year.

CINCINNATI, Ohio, Oct. 18. The Enquirer says: The publisher of a local trade paper has just received an inquiry from Smyrna, Turkey, for ready-made frame houses or cottages of two stories, with veranda on the first floor, shingle roof either painted or in the white, complete in every detail, except the window panes. They must have from three to five rooms, not counting the servants' quarters, and range in price from $250 to $1,000 and upward. They must be shipped "knocked down." From 1,000 to 2,000 houses a year will be ordered.

Big Safe Robbery in a British Columbia Mine.

VANCOUVER, B. C., Oct. 19. An Ashcroft, B. C., report states that there was a robbery last night at the Cariboo mine, near Quesnell Forks. The big safe in the Cariboo Hydraulic Company's office was blown open and part of the amalgam worth $50,000 stolen.

Big Haul on a Forged Mortgage.

DETROIT, Mich., Oct. 19.--Arthur G. Roberts was arrested by the local police last night at the request of a private detective. Later a despatch was received from the chief of police of Kansas City saying that he was wanted there on a charge of having secured, in company with two other men, $23,000 from a Kansas City commission firm by a forged mortgage. The officers say that Roberts has confessed and will return to Kansas City without extradition papers.

Does Coffee Agree With You?

If not, drink Grain-O--made from pure grains. A lady writes: "The first time I made Grain-O I did not like it but after using it for one week nothing would induce me to go back to coffee." It nourishes and feeds the system. The children can drink it freely with great benefit. It is the strengthening substance of pure grains. Get a package today from your grocer, follow the directions in making it and you will have a delicious and healthful table beverage for old and young. 15c. and 25c.

Boiler Makers Win and Return to Work.

SAN FRANCISCO, Cal., Oct. 19.--The boiler makers' strike is over and the men went back to work today. The men have conceded the nine hours a day on all vessels not owned by the government. On the latter the day's work will be eight hours for 10 hours' pay. In order to make up for the extra hour on outside ships a slight advance has been made of the men's pay.

Transport Sedgwick, from Havana.

NEW YORK, Oct. 19.--United States transport Sedgwick, which left Havana October 15, arrived at Quarantine today with 59 cabin passengers and 25 discharged soldiers and civilians.

FORMERLY RESIDED IN NEWPORT.

Mrs. Phebe R. Irish, who yesterday in Providence celebrated her ninetieth birthday, is active and strong, her years seemingly having comparatively little effect upon her vitality. Yesterday she received the congratulations of many whom she has known from their childhood, and of others whom she has met in later years.

Miss Phebe R. Salisbury, which is Mrs. Irish's maiden name, was born in Little Compton October 18, 1809. She was one of a family of eight children and the daughter of Hannah and Jonathan Salisbury, being the youngest of the family. In 1829 she married Perry C. Irish. Three children were the result of this union, but two died, the only living child being Mrs. S. E. French, who resides in Providence. Mr. Irish died in 1853, and since that time Mrs. Irish has made her home with Mrs. French.

Mrs. Irish is a member of the Broad Street Christian Church, though while residing in Newport she was a member of the Methodist Church there. She has always taken a deep interest in religious matters, and was active in church work as long as she felt that she was able to be a regular attendant.

Others of Mrs. Irish's family were quite long lived. There was one of her sisters who lived to be 93, another was over 80, and another nearly 80. The mother was 79 years of age when she died. At present Mrs. Irish is able to help about the housework, and takes an active interest in all that is going on about her. She has kept abreast of the times in an almost remarkable manner, and converses intelligently upon the topics of interest of the day.

LOCAL BRIEFS.

Captain Milliken of Block Island is in town.

Mr. E. A. Brown has returned from Aiken, S. C.

Mrs. J. Amory Codman will close her cottage Saturday.

Mr. John S. Langley has returned from a visit to New York.

Mr. Theophilus Topham and Mr. J. J. Butler are convalescent.

Mr. and Mrs. W. P. Thompson have returned from New York.

Mr. Atherton Blight and Miss Blight are at their cottage on Bellevue avenue.

Mr. and Mrs. J. DeForest Danielson have closed their cottage for the season.

Rev. Mahlon Van Horne and his son will return in about two weeks to St. Thomas, West Indies.

Mr. L. G. Savage has decided to spend the winter in Boston, where his son will probably engage in business.

Mrs. R. K. Jost and Miss Bessie Jost of Charlottetown, Canada, are visiting Mrs. J. G. Albro on Lincoln street.

As will be seen by their advertisement, J. H. Barney, Jr., & Co. have purchased Mr. A. P. Crandall's entire stock of pianos and organs.

John C. Knapp, general agent for Hi Henry's Minstrels, was in town today, arranging for the appearance of that company at the Opera House Wednesday evening, October 25.

At the annual convention of the Rhode Island Sunday School Association in Providence yesterday J. W. Horton and C. M. Cole of this city were elected members of the executive committee.

Steam yacht Ballymena, Mr. J. Nicholas Brown, left for Providence today, where she will be hauled out and laid up for the winter. Yawl Petrel has sailed and steam yacht Sultana has arrived.

A pleasant time was enjoyed by the members of the I. N. D. S. Club last evening, at the home of Miss Jennie Groff, on Hall avenue. Musical selections were rendered, and refreshments served.

There was a very heavy fog early last night and conditions promised a continuance for some time, but the moon got full in the evening and the result was a clearing away of the fog and a bright, warm day, with northerly winds this morning.

C. J. Allen of Washington, B. J. Wheaton and A. W. Smith of Providence, H. W. Phillips of Quincy, Mass., Charles E. Jook of New York, H. E. Marion of Lynn and C. A. Pierson of Concord, N. H., are registered at the Perry House.

Among the pension changes announced under the issue of September 30 is an original pension to Robert Stanton of this city, and an original widow's pension, restoration and reissue to Catharine, widow of Cornelius V. Danahy, of this city.

Many of the telephone and electric light poles on Spring street, where the new sidewalk is being laid, have been replaced by new poles. The workmen are leaving a square of granolithic about each pole so that when it becomes necessary to replace the poles only a small section of the sidewalk will be disturbed.

Hon. Levi P. Morton, Hon. William C. Whitney, Hon. Chauncey M. Depew, Colonel John Jacob Astor, J. Pierpont Morgan, Morris K. Jesup, Edward J. Berwind, Howard Gould and Henry G. Marquand are among the 25 citizens of New York who have been selected as the executive committee of the citizens' committee for perpetuating the Dewey arch.

A social will be held in the chapel of the United Congregational Church under the auspices of the Brotherhood of Andrew and Philip tomorrow evening, to welcome home the pastor and his wife, who have been absent on a five weeks' vacation. The entertainment will be open to all members of the church and congregation.

THE HEMP INDUSTRY.

Gathering the Product is the Hardest Work a Native Can Do.

Warehouses in the islands of Leyte and Mindanao and in the interior of Luzon are filling up with bales of hemp. This is because the ports are closed during the war of insurrection. As for Luzon, if the product could be brought to Manila it would find a ready sale at the highest price it has ever commanded. And some of it gets in as it is enough to keep three firms sorting out and baling up for shipment to America, where 60 per cent of the product goes. Recently the quotations were $18.50 to $17 a picul, which is an advance of $3 over former prices and double that of five years ago. It must be understood, too, that this is in Mexican money, which is the standard used by the natives, and is worth 50 cents on the dollar of American money, here called "gold."

Hemp, or rather the plant from which it is manufactured, is known in scientific circles as "Musa textilus" and by the natives as abaca. It belongs to the plantain family, closely resembling the banana plant. The latter was a leaf similar in shape to that of the abaca, but of a slightly darker green. The difference in appearance must be told by the expert; the inexperienced can tell the difference only by tasting the fruit. The abaca tastes like a green persimmon. Many of the natives are engaged in its growth and sale. It flourishes on hilly ground, and, like the banana plant, takes about three years to flower. When it comes to the flowering age it is cut down and made ready for scraping. The stalk springs up again from the roots, and soon begins aspiration to go to seed. It is not permitted to do so, however, as the seeding process reduces the quality of the fibre.

The abaca grows to the height of eight feet, but is not a tree in any sense except that it gives shade. Its leaves run from its roots, enfolding the flower stem until near the top, when they branch out into great waving fans. The manner of growth can be compared to nothing in the United States except a young onion, which is not a fair illustration on account of the insignificant size of the latter. But the leaf layers are wound in that way, though they are fully a quarter of an inch thick and six inches wide.

Most of the plantations are on hilly ground, and nearly all, for that reason, are in the mountain districts, although I saw some along the shores of the bay between Pasay and Paranaque. In the mountains the plantations are worked by the natives, but they are seldom owned by them. The work is done on shares, usually, the laborers receiving half the product. Two men are required to do the work in a field, which is limited to about two acres. When the stalk is ready it is cut and the leaf layers are separated, making what is known as "bast." These leaf stalks are about six inches wide and about six feet long. The operator has a dull knife fastened to a hinged block, and an attachment which allows him to work it with his feet. The pulp is dexterously scraped from the fibre, and then the fibre is hung out to dry, being later gathered into bales and marketed.

The planter seldom owns his boats, and is not often able to carry his hemp to Manila, which is the market, and so does his business with the nearest agent of the Manila house. The hemp is packed in by the natives, a bunch at either end of a carrying pole, which is a method of transportation similar to that of the Chinese tea carriers. The agent grades it and bargains for a low price, taking advantage of his customer with the true Indian trader skill. After he has advanced money to the grower and taken a mortgage on the crop. The native knows nothing of prevailing prices. He takes what he can get, cheats as often as he can, and wears his life away in the business, for it is said to be the hardest kind of work that a native can do. No one yet has invented machinery that can do satisfactory work in preparing the hemp.

The trader gathers up his hemp and sorts it out to its different grades, until he has enough for a boatload, if he happens to be on one of the islands, and then he charters a vessel and sends it to his house in Manila. If he is in Luzon he gets it to the river and loads it into cascos, and then floats it down to his "house," which takes care of it and ships it out. In America it is made into binding twine or into ropes.

The whiteness of the hemp designates its grade, of which there are four. Binder twine hemp is classed as "current," "fair current" and "brown." There are without doubt many tricks in this trade, and they are worked all the way from the lazy cultivator to the exporting agent, and back again. One dealer said to me: "It is the custom to put up an order with just enough No. 1 on the outside of the bale to make the thing appear all right; or, what is more common, to 'grade down' an order by sending No. 1 on board at first and following it up with the inferior grades when the purchaser is tired of opening bales. For instance, the agent puts in five per cent of No. 1, 15 per cent of No. 2 and the rest No. 3 and No. 4, calling it all 'good current.' There is much 'diplomacy' in the classification of his goods."

The pressing of hemp costs $1 a bale; the landing and shipping charges at Manila are 30 cents a bale. The freight to Manila averages about $1.25 a bale. The jobber's profit is enormous.

A great many things are made of hemp, from floor mattings to binder twine. The natives select the very finest of the fibre and weave a delicate fabric, which is as expensive as the finest silk, and they make their rough garments of it as well. Sail-cloth is made of it, and cordage, too. Manila paper is made of the rope ends; carpets are manufactured of it; it is used in upholstery, and to make hammocks. It is asserted that Paris milliners use hemp in making bonnets. The time will come when new uses will be found for it and its waste, which is very large.--[Manila correspondence of Chicago Record.

MILLINERY.

AUTUMN EXHIBITION
--OF--
Pattern Hats and Bonnets,
Wednesday and Thursda
October 4 and 5.
M. E. Tobin, 46 & 48 Washington Square.

FALL AND WINTER
OPENING
--OF--
Pattern Hats and Bonnets,
Thursday, Friday and Saturday,
October 5, 6 and 7.
MOURNING GOODS A SPECIALTY,
G. H. KIRBY, - 86 Broadway.

Fall and Winter Opening
--OF--
FRENCH AND DOMESTIC PATTERN
HATS AND BONNETS,
Thursday, Friday and Saturday,
October 5, 6 and 7
N. L. MASON, - 18 BROADWAY.

For the Cheapest and Most Desirable
AWNINGS
--TRY--
Wilmarth, 174 Bellevue Avenue.
Telephone 260-3.

Path Gravel.

Blue Crushed Stone Path Gravel. There is none better, none handsomer, none that will wear better, and only one place you can get it. Address Peckham Bros., Middletown, R. I.

Sir Thomas Lipton refers to the accident to the Shamrock as one of the fortunes of war. When it was suggested that there was a possibility of the Columbia people going over the course and then refusing to accept the victory, he said that he would consider such an act as no compliment to him, as it was at his suggestion that an agreement was made that in case of accident to one boat the other should cover the course and claim the victory.

COAL AND WOOD.

COAL
PINNIGER & MANCHESTER,
PERRY MILL WHARF,
241 THAMES STREET.
WOOD
A large assortment of the best quality, especially prepared for family use.

Schooner Corneliushas arrived with another cargo of the celebrated
PLYMOUTH WHITE ASH
COAL!
ALL SIZES.
T. Samway's, 113 Long Wharf.

Lorberry Stove Coal.
BARGE LOAD OF FRESH MINED
Lorberry Coal.
ALSO CARGO
Pittston White Ash
CHESTNUT.
FOR SALE BY
GARDINER B. REYNOLDS CO.
OPPOSITE POSTOFFICE.

FRENCH
FLANNELS.
A nice assortment of French Flannels for ladies' waists.

New Drapery Silks.

DOWN QUILTS.

Wm. B. Sherman, Jr.,
204 THAMES STREET.

SOFAS,
Hair Stuffed. LOUNGES,
Best material. Good styles. COUCHES,
CHAIRS.
GEO. NASON, 28 Mill Street.

A SIX-FOOT RAW-HIDE
STRAIGHT WHIP,
25c., 5 for $1.00.
George Gratrix,
TRUNK AND HARNESS STORE,
26 BROADWAY.

If you intend to
PAINT
This spring try
H. W. John's Liquid Paint.
THE BEST AND MOST ECONOMICAL PAINT FOR ALL PURPOSES.
FOR SALE BY
A. Hammett, Lumber and Hardware,
321 THAMES STREET.

WATER.
Persons desirous of having water introduced into residences or places of business should make application at the office of the Newport Water Works, 5 West Marlborough street. Office hours from 8 A. M. to 2 P. M.

TRAVELERS' DIRECTORY

New York, New Haven & Hartford Railroad.

EASTERN DISTRICT.

Time tables showing local and through train service between all stations may be obtained at all ticket offices of this company.

On and after Sept. 24, 1899, trains will leave Newport for Boston, Terminal Station, week days, 7:00, 8:20, 9:00, 11:00 a. m.; 1:00, 3:00, 5:00, c9:15 p. m. Return, 6:42, 8:42, 10:42 a. m.; 12:42, [illegible], 3:42, 5:42, a6:08, 6:42 p. m. MIDDLETOWN AND PORTSMOUTH, 7:00, 9:00 11:00 a. m.; 1:00, 3:00, 5:00, c9:15 p. m. PORTSMOUTH GROVE (flag stop), 7:00, 9:00, 11:00 a. m.; 1:00, [illegible], c9:15 p. m. BRISTOL FERRY, TIVERTON, FALL RIVER and TAUNTON, 7:00, 8:20, 9:00, 11:00 a. m.; 1:00, 3:00, 5:00, c9:15 p. m. MIDDLEBORO, 8:20, 11:00 a. m.; 1:00, 3:00 5:00 p. m. HYANNIS, 8:20, 11:00 a. m.; 1:00, 3:00 p. m. PROVINCETOWN, 1:00 p. m. PLYMOUTH, 11:00 a. m.; 3:00 p. m. NEW BEDFORD, 8:20, 11:00 a. m.; 1:00, 3:00, 5:00 p. m. FITCHBURG and Stations on Northern Division, 8:20, 11:00 a. m.; 3:00 p. m. LOWELL, 11:00 a. m.; 3:00 p. m. COTTAGE CITY, 11:00 a. m. PROVIDENCE, 7:00, 8:20, 9:00, 11:00 a. m.; 1:00, 3:00, 5:00 p. m. Return, 7:30, 9:30, 11:30 a. m.; 1:30, 3:30, 4:30, 5:30, a6:30 p. m.

SUNDAYS for BOSTON, 7:00, 11:00 a. m.; 3:00, 5:00 p. m. Return, 6:27, 8:45 a. m.; 12:45, 1:25 p. m. For PROVIDENCE, 7:00, 11:00 a. m.; 3:00, 5:00 p. m. Return, 7:30, 9:30 a. m.; 1:30, 5:30, 6:30 p. m. For PORTSMOUTH GROVE, 7:00, 11:00 a. m.; 3:00, 5:00, c9:15 p. m. For MIDDLETOWN, PORTSMOUTH, BRISTOL FERRY, TIVERTON, FALL RIVER, SOMERSET, DIGHTON, NORTH DIGHTON, WEIR VILLAGE and TAUNTON, 7:00, 11:00 a. m.; 3:00, 5:00, c9:15 p. m. NEW BEDFORD, 7:00, 11:00 a. m.; 5:00 p. m.

a Port from Fall River.
c Wharf Station.
A. C. KENDALL, Gen'l. Pass. Agent, Boston.
C. PETER CLARK, Gen'l. Supt., Boston.

For Block Island.

Steamer G. W. Danielson, Captain Dodge, will leave Commercial wharf daily, except Sunday, at 1:30 p. m. Returning, leave Block Island at 7 a. m. Weather permitting.

Newport & Wickford Railroad and Steamboat Co.

"The Wickford Route." June 1, 1899.

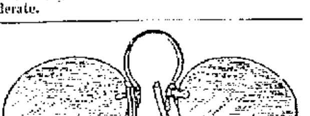
LEAVE	A M	A M	P M	P M	P M	P M
Newport,	7:05	10:00	1:20	4:10**	7:35*	11:16
Providence, arr.,	8:50	11:50	3:13	6:56	9:54	....
Boston, arr.,	10.15	1:15	4:25	7:00	11:00	....
New York, arr.,	1:50	4:30	6:57	11:00	B	6:56
	P M	P M	P M	P M	P M	A M
LEAVE	Night	A M	A M	A M	P M	P M
New York,	*12:03	....	5:00	10:03	1:02	5:00
Boston,	12:03	6:45	10:33	1:02	3:25	7:08
Providence,	1:23	8:07	11:13	2:07	4:10	8:17
Newport, arr.,	6:35	0:40	1:00	4:00	6.40	10:36
	A M	A M	P M	P M	P M	P M

*Daily.
B Washington Express due Harlem River Station, N. Y., 2:15 A. M.; Philadelphia, 6:40 A. M.; Baltimore, 9:37 A. M.; Washington, 10:49 A. M.
**Through train between Wickford Junction, Philadelphia, Baltimore and Washington without change.
For tickets and drawing room chairs apply on steamer General, Commercial wharf, or at the Transfer Co.'s office, 30 Bellevue avenue.
C. O. COFFIN, Agent, Newport.

The Muenchinger-King and Hill Top Cottages.
NEWPORT, R. I.
Families or private parties, transient or permanent, accommodated at the above cottages, opposite Newport Reading Room.
BELLEVUE AVENUE.

WINTER BOARD,
A few rooms now vacant at Nason Cottage. Sanitary plumbing, hot water heat, house comfortable and pleasant.
GEO. NASON, 26 Mill Street.

Desfossez House,
DRESSER STREET.
Beautiful location near the bathing beach and Cliff walk, and within a short distance of Bellevue avenue and the Casino.
Apartments elegantly furnished. Accommodations for 75 guests. First-class attendance. Terms moderate.



RUN INTO
ONE ANOTHER.
DID YOU EVER NOTICE WHEN READING, ESPECIALLY AT NIGHT, HOW THE LETTERS RUN INTO ONE ANOTHER? CLOSE YOUR EYES FOR A MOMENT; DRAW ON THE RESERVE FUND OF YOUR NERVOUS ENERGY; THE LETTERS BRACE UP, AND YOU READ AGAIN WITH EASE. A MOMENT LATER COMES ANOTHER CALL FOR NERVE FORCE. WHY NOT LET GLASSES DO THIS WORK AND USE THE WASTED POWER TO RELIEVE HEADACHES AND OTHER ATTENDANT ILLS.
EXAMINATION FREE BY
A GRADUATE OPTICIAN.
H. A. HEATH & CO.,
Jewelers and Opticians. 162 Thames St
NEWPORT, R. I.

NOTICE!
Automobiles
TO RENT BY THE HOUR OR DAY.
Electric carriages, holding three people besides the driver, for Ocean Drive, $3.
N. E. E. V. T. CO.,
(New England Electric Vehicle Transportation Co.)
17 & 19 Downing Street.

At Wholesale and Retail.
One-hundred-Pound
Butter Firkins
WITH LIDS.
Just the thing for packing scallops, salt fish, pork, etc., or for cows to eat from.
HENRY A. THORNDIKE,
65 & 67 Bridge St., and 62 & 64 Long Wharf, Newport, and New Bedford, Mass.

Second-hand
Carriages
for Sale.
FLUDDER BROTHERS, 15 Beach St.

TRAVELERS' DIRECTORY

FALL RIVER LINE.
For New York, the South and West

Steamers PRISCILLA and PURITAN in commission. A fine orchestra on each.
Leave Newport week days and Sundays at 9:15 P. M. Due New York 7:00 A. M.
Returning, from New York steamers leave Pier 19, N. R., foot of Warren street, week days and Sundays at 5:30 P. M.
Eastward steamers touch at Newport, remaining here until 3:45 A. M., before proceeding to Fall River.
For tickets and staterooms apply at New York & Boston Despatch Express Office, 272 Thames street, J. L. Greene, Ticket Agent.
J. H. JORDAN,
Agent, Newport, R. I.
O. H. TAYLOR,
General Passenger Agent, New York.

OFFICIAL TIME TABLE.
NEWPORT & FALL RIVER STREET RAILWAY COMPANY.
IN EFFECT SEPT. 27, 1899.
Leave Fall River for Newport--**6:15, **3:45, 7:15, 8:15, 9:15, 10:15, 11:45 a. m.; 12:15, 1:15, 1:45, 2:15, 2:45, 3:15, 3:45, 4:15, 4:45, 5:15, 5:45, *6:15, 6:45, 7:15, 8:15, *9:15, *10:25 p. m.
Leave Newport for Fall River--**7:15, 8:15, 9:15, 10:15, 11:15 a. m.; 12:15, 1:15, 1:45, 2:15, 2:45, 3:15, 3:45, 4:15, 4:45, 5:15, *5:45, 6.15, *6:15, 7:15, 8:15, 9:15, *10:45 p. m.
*To Portsmouth car house only.
**Not run Sunday.
Running time between City Hall, Fall River, and Newport, 90 minutes.
Last car for Fall River leaves Newport (Bull street) at 9:15 P. M.
Last car for Newport leaves Fall River at 8:45 P. M.
Last car for Portsmouth car house leaves Fall River at 10:15 P. M.
Last car for Portsmouth car house leaves Newport at 10:45 P. M.
More frequent trips will be run Saturdays, Sundays and holidays when pleasant.
Subject to delays, changes and corrections without notice.
Office at Portsmouth, R. I., is connected with long distance telephone. Special cars may be had upon application at the office of this company or at the office of the Globe Street Railway Co., at Fall River.
R. S. GOFF, General Manager.
R. H. FILLMORE, Jr., Superintendent.

Providence, Fall River & Newport
STEAMBOAT CO.
On and after Sept. 18,
LEAVE NEWPORT FOR
Providence
Week days, 8 a. m. Leave Providence, week days, 4 p. m.
Mondays and Saturdays only step at Prudence each way. Stop at Conanicut Mondays only each way.
Excursion Tickets, only 90 cents.
B. BUFFUM, Supt. Transportation.
ARTHUR H. WATSON, President.

Jamestown & Newport Ferry Co.
FROM FOOT OF MARKET SQUARE, NEWPORT,
On and after October 5, 1899,
Steamer Conanicut
or Beaver Tail
Will run as follows:
Leave Jamestown--6:15, 8:15, 10:00, (U. S. Mail); 11 a. m.; 12:50, 2:00, 3 30, 5:00, (U. S. Mail); 6:00 p. m.
Leave Newport--6:45, 9:30, 11:30, (U. S. Mail); 12:00 a. m. 1:30, 2:30, 4:30, (U. S. Mail); 5:30, 6:30 p. m.
SUNDAYS.
Leave Jamestown--9 a. m.; 12:30, 4 p. m.
Leave Newport--9:30 a. m.; 1.00, 4:30 p. m.
Subject to change without notice.

OCEAN STEAMSHIPS.

Boston & Philadelphia
Steamship Co.,
FROM
Fall River to Philadelphia Direct,
Every Wednesday and Saturday,
At 6 P. M., connecting at Philadelphia with all rail and water lines to the south and west. Close connections made with all points on the N. Y., N. H. & H. Railroad.
Quick Despatch. Prompt Delivery.
Mark goods WINSOR LINE.
For rates and other information apply to
J. H. JORDAN, Agent N. Y., N. H. & H. R. R.
or to H. J. Jernegan, Agent,
Derrick Wharf, Fall River.
E. B. SAMPSON, Gen'l. Manager, Boston, Mass.

Eyesight!

THE ART OF SEEING CONSISTS IN THE EYE NOT BEING CONSCIOUS THAT IT IS BEING USED. IF YOUR EYES FEEL TIRED AND YOU DON'T SEE RIGHT YOU NEED TO VISIT US.
MY OPTICAL GOODS GIVE UNIVERSAL SATISFACTION AND ARE RECOMMENDED BY ALL.
L. N. VAUGHAN, OPTICIAN,
88 BROADWAY, NEWPORT.

FRASCH'S
ICE CREAM
Made from pure cream, all flavoring strictly of the highest quality.
STRICTLY PURE.
NO ADULTERATION.
NONE BETTER MADE.

PURE CANDIES.
You will find a full assortment of PLAIN and FANCY
CANDIES, CHOCOLATES AND BON BONS,
At prices to suit every purchaser of a good and wholesome article.

We take special pride in putting nothing before the public that is not made from the best and purest that can be obtained.

CHAS. F. FRASCH, CONFECTIONER 170 Thames St

BULBS FOR WINTER
Planting, consisting of Hyacinths, Tulips, Crocus, Narcissus, Freesia, Jonquils, Chinese Sacred Lily and Lily of the Valley Pips.
Sheep Manure and Jadoo Fibre to make your plants grow. Also Potting Soil; the very best, always on hand. Flower Pots (all sizes). I have just received a new invoice of very fancy Jardinieres; also Palms of all kinds, Rubber Plants, Boston Sword Ferns, Maiden Hair Ferns and Begonias.
Hardware, Tinware, Wooden ware and all kinds of Bird Cages in brass and Japanned, at
H. L. DeBLOIS'S,
80 BROADWAY.

Woonsocket

Young Man Cured of Indigestion.

SEMIT TABLETS, BELLEVUE HOSPITAL REMEDY

Cured Him, and Semit Tablets Will Cure You.

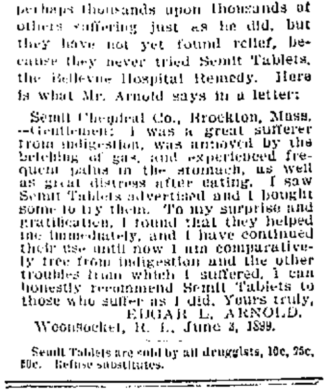
This is the experience of Edgar L. Arnold, one of the best known young men in the hustling city of Woonsocket, R. I. There is nothing particularly strange about it. There are perhaps thousands upon thousands of others suffering just as he did, but they have not yet found relief, because they never tried Semit Tablets, the Bellevue Hospital Remedy. Here is what Mr. Arnold says in a letter:

Semit Chemical Co., Brockton, Mass. --Gentlemen: I was a great sufferer from indigestion, was annoyed by the belching of gas, and experienced frequent pains in the stomach, as well as great distress after eating. I saw Semit Tablets advertised and I bought some to try them. To my surprise and gratification, I found that they helped me immediately, and I have continued their use until now I am comparatively free from indigestion and the other troubles from which I suffered. I can honestly recommend Semit Tablets to those who suffer as I did. Yours truly,
EDGAR L. ARNOLD.
Woonsocket, R. I., June 3, 1899.

Semit Tablets are sold by all druggists, 10c, 25c, 50c. Refuse substitutes.

GROCERIES.

Arrived Today!



A carload of

Washburn, Crosby Co's

Famous

Gold Medal Brand.

This flour is freshly milled from pure old wheat, and there is no better time to put in a barrel or two for winter use than the present, and there is no better flour on earth than WASHBURN'S GOLD MEDAL BRAND, it makes no difference what price you pay. We are selling

Barrels,	**$4.75**
Half-Barrels,	**2.50**
Half-Barrel Cloth Sacks,	**2.38**
1-8 Barrel Bags,	**.60**

TAKE NOTICE—For a short time we will make a discount of 25c. on barrels when taken at the store.

---AT---

The Boston Grocery,

Smith's Building, 72 Broadway.
O. F. WILCOX, PROP'R.

At D. E. YOUNG'S.

Colonel's Best Flour, $4.50 per bbl.
Colonel's Best Flour, 55c. per bag.
This is the finest grade of flour sold in the city.
Granulated Sugar, 19 lbs. for $1.
My regular 30c. Java and Mocha Coffee, 20c. for this sale.
My regular 50c. Tea, 35c. for this sale.
Welcome Soap, 25 bars for $1.
Eagle Condensed Milk, 15c. per can.
Carter's Little Liver Pills, 2 for 25c.
Allcock's Plasters, 2 for 25c.

D. E. Young, 130 Thames St.

IF you want

CHEESE

That is Soft,
Mild, Rich,
Creamery
and Buttery,

CALL AT

Peckham & Manchester's

BROADWAY.

ESTABLISHED 1814.

FANCY R. I. GREENINGS,

New York State Kings and Extra Fancy Duchess Apples.

Extra Fancy Seckel and Sheldon, Fancy Miriam and Bartlett Pears.

NOVELTIES.

Rich's Fruit Cake,
Peanolia Sandwiches,
Malt Breakfast Food.

Try our B. & M. Coffee, 32c. per lb.

C. SHERMAN & CO.,
243 & 245 Thames Street.
Telephone 351-2.

DROPPING NUTS.

The Horsechestnut and Others Dear to Boys and Squirrels.

It is the season of dropping nuts. The small boy need no longer storm the horse-chestnut. After every breeze the big seeds come pelting down veneered with richest mahogany. How neatly they are packed away in kid-lined caskets, prickly without! Surely these nuts are among the most beautiful of vegetable creations; pure, polished and exquisite. One can easily understand the love evinced for them by children, but why boys are anxious to amass such numbers is, to the writer, still a mystery. They, no doubt, adapt them to some purpose we have not fathomed.

It seems a pity that the great stack of nutrient matter laid up in these seeds should be unavailable as food for man. They contain a bitter principle rendering them unpalatable. "They serve, however, as food for goats, sheep, and deer, and are sometimes boiled and given to poultry. Reduced to powder and mixed with a third part of flour, they are said to make better paste than that composed of flour alone."

So gorged are these seeds with farinaceous matter, that the seed-leaves never expand. Their foliaceous nature, indeed, would never be suspected did we not have the enlightenment of transitional forms. The moment they germinate in spring they exhibit a strong, woody stem, a tree in all but size—a young giant, vigorous in infancy, "as an eagle mewing her mighty youth."

It will be remembered that the horse-chestnut is in May a vast candelabrum of bloom. The white flowers, tinged with pink and yellow, are by no means all perfect fruit. Indeed, in any particular cluster only a few blossoms ripen. Even with this natural pruning, however, as a rule, the trees bear abundant nuts. The small boy aforesaid, "creeping, like snail, unwilling to school," yet pauses long enough to shy a stone or stick into the tree with the chance of opening the pods. These are greenish and succulent in character, beset with rigid prickles, quite sharp when dry. No doubt, these are defensive. Splitting into even valves, they display three cells—each with its polished nut—as if fresh from a cabinet-maker's. On one side of each seed is a broad pale area. The bending plumule may be seen through the coatings, marked by delicate lines and curves in the veneer. The wondrous gloss of the fresh nut is soon lost, while there is early promise of three nuts in each casket, it rarely happens that more than one develops. Still, the shrivelled remains of the others may be seen. What determines the fate of the fortunate brother? It is the old, vigorous, unrelenting, crowding of the weaker to the wall. Vae victis even among plants!

On College street, near the Athenaeum, in the old Nightingale yard, is a species of aesculus which is not the horse-chestnut. Instead of a compound leaf of seven leaflets, doubly serrate on the edge, it has one of five nearly entire leaflets. The flowers are smaller, of different shape, and red. More to our present purpose, the fruit pods are smaller and perfectly smooth. The seed within is small, globular and with a rather minute hilum. This is an arboreous buckeye. Other buckeyes of shrubby habit, some of them very ornamental, are seen in cultivation. They are all American, while the horse-chestnut is said to hail from northern India. Perhaps it is unnecessary to say that the "spreading chestnut tree" of Longfellow was a horse-chestnut; we used to imagine otherwise.

Few real chestnut trees (castanea) are grown in our cities—though among the most noble of our forest products. Most likely the small boy is a deterrent influence. His attacks upon the prickly burrs of this tree are violent and sustained, for in these there is a gastronomic pleasure. The two kinds of chestnut are not in the least related; it is only the accidental resemblance of the seed of one to the fruit of the other that suggested the name, horse-chestnut.

Who is there born in the country who does not recall with joy the days when in youth he went nutting? Readers of middle-age or beyond will remember with delight one of the best chapter of "Queechy," and also one of the most charming of Beecher's "Star Papers." Our own mind always reverts to certain groves in the Hudson highlands, where we either chased the elusive chestnut or threshed off the much-stained husk of black walnut or butternut. Shell-bark hickories, too, are great fun to gather. The trees, stately in themselves, are apt to pose in picturesque groups on hilltops or rocky slopes. Then, on some cold morning, when the pods burst, the clean, sweet-smelling nuts roll down the declivity and attempts to hide in odd corners.

Acorns may be included among nuts, and their patter on the leaves on certain autumnal days is incessant. The shell-bark is one of the various species of hickory—as is the pignut. The American hazelnut or filbert does not seem to be much gathered hereabouts, but how prettily it is done up in its frilled envelope! We have the beaked hazel, also, but it is not so common. The sharply triangular beechnuts increase as we go north, but are not much used here, where there are so many better things. The squirrel and the chipmunk know them all and can give us useful points on nut cracking.—[Professor W. W. Bailey, in Providence Journal.

HOW RAISINS ARE SEEDED.

Unlike the Eastern imitation, the California seeded raisin is subjected to a dry temperature of 140 degrees Fahrenheit from three to five hours, immediately after which the fruit is submitted to a chilling process, and while in this reduced condition of temperature is passed through cleaning or "brushing" machines, which remove every particle of dust and the capstems, thus making it a pure and wholesome article. It is then taken automatically, by elevators, to a room where, spread upon wire trays, it is exposed to a temperature of 130 degrees Fahrenheit, which brings the fruit back to its normal condition; and in this "processing" the berry is converted into pectin, that delicious jelly which gives to fruits their best flavor.

The raisins having been prepared through this alternate heating and chilling to keep indefinitely and resist climatic influence, are passed through seeding machines, each of which has a capacity of from 10 to 12 tons daily. The raisins are pressed between rubber or similar surfaced rollers, which at first flatten the berry and press the seeds to the surface, when an impaling roller catches the seeds between its needles or teeth affixed to its periphery, deftly removing them from the fruit, while the latter passes on, minus its seeds, but possessing every particle of its flesh. The seeds are removed from the roller by a "flicking" or whisping device, and are sent along to the seed receptacle, finally ending their journey in the engine room, where they are burned as fuel.

Four hundred and fifty carloads of 10 tons each, or 9,000,000 pounds of seeded raisins, were shipped from the Fresno district last year, and a very much larger tonnage will be turned out this year. Some estimate can be formed of the possibilities of the Fresno seeded raisin plants when it is stated that their aggregate capacity for this season will approximate from 1,700 to 2,000 car loads, while it is probable that 1,400 cars will be the output. Each seeding plant has from five to 12 machines of 10 tons daily capacity per machine. Some of the packing houses cover a ground space 150 by 225 feet and are three stories high.—[California Vineyardist.

THE WOMAN BARBER.

The woman barber is no new thing, but she is new in the sense of modern development. Some of us, whose memories can go back a good few years, can remember a little barber's shop, somewhere off Holborn, where, if the good man were not in, his buxom wife would herself operate upon the customers with razor and shaving brush. The female barber, too, is and was by no means unknown in Paris. But it is in its organized form as a recognized calling for women that it presents features of novelty. The Lady Barbers' Association—the original one, mark you!—which is the peg upon which these words of introduction have been hung, has existed for 11 years. Its present address is 65 Chancery lane, and its latest proprietor Mme. St. Quentin, who has been in possession since June last. She is a charming and accomplished lady—learned in the mysteries of hypnotic influence, and has even views on Buddha. In response to the invitation contained in the announcement that madame was at home, coupled with the parenthetical promise of tea, the writer descended to the pleasant basement room, with the electric lamps diffusing brightly warm color through the crimson shades, and beheld the priestesses of the razor performing the customary rites upon various stubbly and upturned masculine chins. It seemed so entirely pleasant a process that the writer remembered with a secret joy that he had not shaved that morning. Presently it was his turn, and placing his head up on the pad he suffered himself to be lathered and prepared for sacrifice.

To be shaved by a deft-handed woman is almost a magical process. There is none of the "slish-slashing" of the gentleman whom a bountiful nature intended to be a hedge carpenter. No, no. There is something smooth and gliding over one's cheek, with here and there the light pressure of delicate fingers, and presto! one emerges with a chin that is equal without a shadow of deprecation to every domestic and ante-marital demand upon it. By the beard of the Prophet, O woman, thou art a born shaver! No longer does the artist Tonsor pour into your ears his latest views on the Cesarevitch. Instead, you have a conversation like the purling of the brook that flows merrily onward and takes everything in its ken. Yes, the woman barber is a great institution. It is an experiment one must repeat.—[Pall Mall Gazette.

MECHANICAL PROGRESS IN SIXTY YEARS.

The great "ocean ferry" gives a striking illustration of mechanical progress in 60 years. Speed, says Sir William White, as been increased from 8½ to 22½ knots; the time on the voyage has been reduced to about 38 per cent of that in 1840. Ships have been more than trebled in length, about doubled in breadth, and increased ten-fold in displacements. The passenger list has been increased from about 100 to 2,000 on a single steamship.

The engine power has been made 40 times as great. The ratio of horse-power to weight driven has increased four-fold; the rate of coal consumption per horse-power hour has been reduced to one third. To drive 2,000 tons across the Atlantic at 8½ knots about 550 tons of coal were burned in 1840; now, to drive 20,000 tons across at 22 knots, 3,000 tons are burned. Each ton of propelling apparatus, with a steam pressure of only 12 pounds, then gave only two horse-power for continuous working; each ton now produces from six to seven horse-power.

THE VIOLET AS MOTIF FOR AN AFTERNOON TEA.

Violets, those ever beautiful, popular flowers, form a charming motif for an afternoon tea at which only your girl friends are to be entertained. Violets, of course, predominate in the decorations and lend their fragrance and beauty from every available mantel, shelf or cabinet. Maidenhair ferns form the prettiest of backgrounds for the sweet purple blossoms.

As the guests enter trays bearing cards, to which are attached lilac colored pencils tied with lilac ribbons, and on which are the following numbered questions, are passed around. The answers to these questions are all formed from the letters found in the word "violet," as the hostess must explain. The questions follow:

1. In what color should a secret be kept? Answer—In violet (inviolate).
2. What should the violet teach the little children not to do? Answer—Lie.
3. By what does man earn his daily bread? Answer—Toil.
4. What is the divinest passion? Answer—Love.
5. Name a Roman distinguished in church and state? Answer—Leo.
6. What liquid is found abundantly in Pennsylvania? Answer—Oil.
7. What part of the human body do we find in the violet? Answer—Toe.
8. What musical instrument? Answer Viol.
9. What Biblical character was strangely made a widower? Answer—Lot.
10. What tropical fruit is also found in the violet? Answer Olive.
11. What is the prerogative of the young man of twenty-one? Answer—Vote.
12. What personal pronoun is in the violet? Answer—I.
13. What is the name of a Swiss patriot? Answer—Tel (Tell).

The prizes are delivered to the one guessing the greatest number of these questions in a given time, and to the one who guesses the next largest number. A stickpin of pretty violet design, a hatpin in the shape of an enamelled violet, and a silver violet holder are pretty for first prizes. A bunch of Parma violets with pretty ribbons and lilac pins is suitable for the second prize.

For an afternoon tea, it is never necessary to serve elaborate refreshments. To carry out the violet motif, vanilla cream, with crystallized violets through it, will be found delicious, and small cakes can be iced with violet colored icing and are as pretty as can be. Almonds, olives and bonbons add to the menu, of course, but are not necessary.

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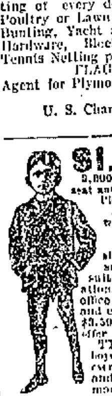

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FINANCIAL.

NEW YORK, Oct. 19. Wall Street - The stock market opened irregular, with Atchison preferred at 62¾, Burlington 131⅜, Continental Tobacco 42¼, Federal Steel 54¼, Louisville 82⅝, Manhattan 104, New York Central 135⅝, Brooklyn Transit 85½, Northern Pacific 52⅞, People's Gas 113¾, Sugar 145⅝, St. Paul 125⅞, Southern Pacific preferred 52¾, Tennessee Coal & Iron 116½, Tobacco 121½, Union Pacific 44⅛, and Union Pacific preferred 76⅞.

10- Changes in prices were small at the opening and somewhat mixed. The majority showed gains, but there were important exceptions among the specialties. Pullman dropped abruptly 6¾ points. New Jersey Central rose over a point. Otherwise changes were fractional.

11 Weakness developed in the Industrials and local traction properties. Brooklyn Transit and Metropolitan Street Railway fell one and 1⅛ respectively. Railway shares sympathized to only a slight extent. A brisk covering movement in Sugar advanced it two points. Tennessee Coal and Lackawanna rose 1⅛, Brooklyn Transit reached the top, and many other issues rose strongly. Some of the inactive stocks moved widely. Colorado Southern first preferred stiffened 2½ and New York Air Brake 5⅛. Pullman extended its loss to eight points, and then hardened a point.

Noon Money on call, easier, at 5 per cent; prime mercantile paper, 5½ @ 6 per cent; sterling exchange, firm, at $4.87¼ @ ½ for demand and $4.82¾ @ ½ for 60 days; posted rates, $4.84 @ $4.88; commercial bills, $4.82½ @ 3; silver certificates, 57½ @ 59; bar silver 57¾; Mexican dollars 47; government bonds, steady. The improvement in prices attracted realizing and short sales, from which the specialties fared worse. A demand for Northern Pacific and People's Gas then arose, and the entire list responded. The leaders gained a point, and Pullman, after touching 191, rebounded to 195. There was rather more doing in railroad stocks, the demand embodying many quiescent issues. Sales to noon, 243,626.

NEW YORK, Oct. 19.

	Noon.
Atchison	20⅝
Atchison preferred	61¼
Canada Southern	52⅞
Chicago, Burlington & Quincy	131
C., C., C. & St. Louis	55½
Delaware & Hudson	121½
Delaware, Lackawanna & Western	180½
Erie	13
Illinois Central	112½
Lake Shore offered	205
Louisville & Nashville	82½
Manhattan	105⅝
Metropolitan Traction	196
Missouri Pacific	44¾
Missouri, Kansas & Texas	12¼
New Jersey Central	120
New York Central	135½
Northern Pacific	51
Northern Pacific preferred	75
Northwestern	172
Ontario & Western	24¼
Oregon Navigation	42
Reading	21
Rock Island	113½
St. Paul	125⅝
St. Paul preferred	171
Southern Pacific	37½
Texas & Pacific	18½
Union Pacific	44
Wabash	7¼
Wheeling & Lake Erie	11½
Adams Express	115
Wells, Fargo Express	130
American Spirits	4
American Tobacco	121
Continental Tobacco	42¼
Continental Tobacco preferred	92
General Electric	121½
Lead	26⅝
Pacific Mail	39
Pullman Palace Car	188¼
Sugar	146½
Tennessee Coal & Iron	117¼
U. S. Leather	14¼
U. S. Rubber	45¼
Western Union	88¼

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PERRY BROS.

FIRST UNDER THE NEW LAW.

Procedure to be Followed at the Republican Caucuses This Evening.

This evening Newport will make its first trial of the new caucus act, under conditions that should make the caucuses simple affairs. The Republicans will make this first test, the caucuses being called to nominate a warden and clerk in each ward for the ensuing year, to be voted for in November, and five delegates to represent the ward in the Republican city convention to be held Monday to nominate candidates for mayor, city treasurer, four school committeemen for the long term of three years, and one to fill a vacancy for one year.

The Republican city committee has already appointed the wardens and clerks who will officiate at the caucuses, as follows:

First ward—Warden, George H. Kirby; clerk, Harry B. Oxx.

Second ward—Warden, Robert C. Ebbs; clerk, John B. Austin.

Third ward—Warden, Frank G. Scott; clerk, N. Thomas Hodson.

Fourth ward—Warden, Charles H. Clarke; clerk, Francis M. Sisson.

Fifth ward—Warden, E. E. Taylor, Jr.; clerk, Kenneth C. M. Leish.

The proceedings will be more like those of an election day than like an old-fashioned caucus. The warden will call the meeting to order, read the call, inform the voters what officers are to be nominated for, and ask for nominations. This or any other necessary preliminary work cannot be carried on beyond 7:30, when balloting must begin. It may begin before that hour if there is no other business to be transacted, such as electing a warden or clerk pro tem.

Each voter will be allowed but one ballot. It may be written or printed, and must contain the names of those he wishes to vote for and the offices for which they are running. Only white paper can be used, and tissue paper is barred. It is not necessary, as in the regular election, to mark a cross opposite the name of the person voted for, as the ballots are supposed to have only the names the voter wishes to vote for.

When the warden announces that he is ready to receive votes the voter will present himself at the ballot box, announce his name to the clerk, and will, after the name has been checked, be allowed to deposit his ballot in the box. He will then move off and allow some one else to come up.

It is apparently not necessary to make nominations, though this will probably be done as a matter of form, so as to bring some names up for consideration. Any voter can put any names he wishes on his ballot; of course if his candidates are ineligible the ballot will be wasted.

Tonight any one whose name is on the voting list can vote, but tomorrow night, at the Democratic caucuses, only those who have not participated in tonight's caucuses can vote, and any one participating in tonight's caucuses will be barred from voting in the Democratic caucuses for the nomination of councilmen and aldermen Monday evening next. Only men w[illegible] [illegible] appear on the printed wa[illegible] [illegible]ast will [illegible] [illegible]llowed to vote at any caucus.

The rail and booths have been put up in the Fifth ward, and in every ward voters will have a chance to prepare their ballots in secret.

The Republican ward clerks will be provided with red checking pencils. After they turn in the ward lists to the city clerk he will have other lists checked in red for the use of the Democrats tomorrow evening. The Democrats will have blue checking pencils.

The wardens have the same power for preserving order and conducting the caucuses that the regular wardens have at an election, and policemen will be at each wardroom to do whatever the wardens order.

All the necessary forms for filling out have been provided by the city clerk.

When the voting is over, at 9:30, the wardens and clerks will proceed to count the ballots cast and fill out the necessary blanks, seal up the ballots, and deliver ballots, returns and check lists to the city clerk. In case a recount is required it will be made by the board of aldermen.

HOLES IN THE ASPHALT PAVEMENT.

The asphalt pavement on Thames street in places is in bad condition. Some big holes that look dangerous exist in the section south from the Merchants Bank, where there is a bad one. From near the foot of Gidley street to Newton court the surface is very uneven, showing many depressions and some holes. For some time the highway department has been expecting the arrival of men to make repairs to the asphalt, but thus far they have not come. In the meantime some of the holes are kept filled with fine crushed stone while some others apparently will not hold stone. The water works company, which recently cut into Thames street to repair a leaky pipe, has replaced the asphalt with another coat laid by its own workmen and the new surface appears to be all right.

STATE OF OHIO, CITY OF TOLEDO, } ss.
LUCAS COUNTY, }

FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & CO., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE.
FRANK J. CHENEY.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

{ SEAL } A. W. GLEASON,
Notary Public.

Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free.
F. J. CHENEY & CO., Toledo, O.

Sold by Druggists, 75c.
Hall's Family Pills are the best.

FORT BAND CONCERT.

The Seventh United States Artillery band, under the leadership of Bandmaster Freeman, will render the following program at the weekly concert at Fort Adams tomorrow afternoon, beginning at 3 o'clock: March, "Montrose," Cogswell; overture, "Lustspiel," von Keler-Bela; intermezzo sinfonica, from "Cavalleria Rusticana," P. Mascagni; waltz, "The Skater," E. Waldteufel; selection from "Faust," Ch. Gounod; flower song, "Hearts and Flowers," Theo. M. Tobani; overture, "Raymond," Ambroise Thomas; "My Josephine and Popularity," Stromberg; "At a Georgia Camp Meeting," Kerry Mills.

"SHORT TALKS ON THE BIBLE."

Sunday evening Rev. T. C. McClelland, Ph. D., pastor of the United Congregational Church, will begin a series of Short Talks on the Bible. The topics and dates will be as follows: October 22, "The Bible, What Is It?" October 29, "Our English Bible, How It Came to Us;" November 5, "The Literary Study of the Bible;" November 12, "The Place of the Old Testament in the Religious Life;" November 19, "The Place of the New Testament in Religious Life;" November 26, "The Spiritual Study of the Bible;" December 3, "The Bible as an Authority in Religion."

STEAMER MOUNT HOPE CHARTERED.

Steamer Mount Hope of the Providence, Fall River & Newport Steamboat Company has been chartered by that company to the Bridgeport Sound line to replace the Nutmeg State, which was destroyed by fire Saturday morning at Sands Point. Just what the arrangements are as regards crew is not known. It is expected, however, that there will be no change in the engineer's department, as it is customary in such cases for the engineers to stay with their machines. The Mount Hope has been running from New York to the boat races for the past 15 days, and has done a very good business. She will make an excellent boat to replace the lost Nutmeg State.

MEETING ROYALTY UNAWARES.

Many amusing stories are told of the adventures of royal personages when they have divested themselves of what may be called their official dress and assumed the guise of ordinary mortals. And no one loves more to tell these tales of misadventure than the royalties themselves.

The czar still recounts the story of an experience he had some years ago in Scotland. It was in the early days of his cycling enthusiasm, and he was riding in company with Princess Maud. When the royal cyclists were walking with their machines up one of the steep hills near Balmoral they overtook an old Scotsman, who wished them "good day" and seemed disposed for gossip.

The young pair entered into the spirit of the adventure, and chatted merrily about their cycling until they reached the top of the hill. Before they remounted the garrulous old man looked wonderingly at the machines, and said: "Weel, weel, they're grand things for you toon lasses and laddies." When they had got out of hearing the royal pair literally laughed until they cried, and the czar even yet answers to the name of "the toon laddie" among his cousins.

Not many months ago the German emperor sustained quite a shock. Like King Leopold of Belgium, the kaiser loves occasionally to take a solitary ramble in the country. One day last summer while at Potsdam he had wandered further than usual, and at dusk found himself, dusty and weary, still a dozen miles from the place. When at this stage a countrywoman driving a cart overtook him he greeted her politely and asked her to allow him to take a seat in the cart. The woman looked down critically at the dusty and disheveled man, and whipping up her horse, said, "Not me; I don't like the looks of you."

Some distance ahead a mounted patrol stopped the woman and asked what the emperor had said to her. "The kaiser?" she queried, in amazement. "What kaiser?" Then, as the truth gradually dawned on her, she turned pale, gave a frightened look at the dusty figure coming nearer, and drove rapidly away.

Ex-Queen Emma of the Netherlands and her daughter, the queen of today, had many amusing experiences in their wanderings incognito. Last summer, when they were staying at one of the hotels in the Tyrol, the young queen won all hearts by her sweetness of disposition and vivacity. There was one young Englishman who was so overcome by her charms that he followed her everywhere in spite of a frowning mamma, and, it must be said, with some mischievous encouragement from the daughter. His attention at last became so marked that one day the young girl and her mother disappeared without warning, and it was only some days after that the young Englishman learned, through the papers, that the young lady he had wooed so persistently was the girl queen of Holland.

Many good stories are told of the curious adventures of Queen Margaret of Italy on her mountaineering excursions. The story of how she entertained a party of tourist climbers in one of the mountain huts is well known, but few have heard of another little adventure which befell her this summer. The queen, whose energy is always the envy and despair of her suite, had wandered away from her attendants, and had not only lost her way but was both hungry and fatigued, when she saw a peasant's cottage in the distance.

Making her way to it, her knock was answered by an old peasant woman, whom she asked for rest and refreshment. "Come in, my dear, and welcome," the kindly old peasant said. The queen entered, and insisted on helping her hostess to prepare the simple meal of milk and bread. When the belated attendants reached the cottage they found the queen and the old woman gossiping and eating with all the freedom of old friends, and it was not until some days later, when a handsome present arrived at the cottage, that the woman learned how she had entertained her queen.—London Mail.

WHAT'S IN A NAME?

It Sounds Well When Spoken by a Stranger.

It is a wise and successful politician who does not forget the names of his constituents. It is a weakness that men have to like to hear their names spoken by strangers. It gives them a sense of their importance. The play upon this weakness has raised many a man above the station in which his natural abilities would otherwise place him. Of course, even while a man may know that the person who speaks his name only does it for a purpose, and knows, furthermore, that the man understands that it is only a piece of flattery, still it is pleasant.

When a man takes a seat in the dining room of a hotel and the waiter comes up to him, bowing and smiling, and says: "What will you have for lunch today, Mistah Jones, sah?" Jones feels flattered, although there is no particular reason why he should. This waiter has seen him before and heard some one call him Jones, and has remembered it. That is the sort of waiter that gets tipped a quarter or a half dollar. And he has made Jones's dinner taste better and digest better for his little bit of obvious flattery.

When a man goes traveling and pulls up in front of a Pullman car at the depot it does his heart good to have the porter take his bag, saying at the same time, "Goin' up to Chicago, Mr. Brown?" Brown replies cheerfully that he is, and looks around to see the effect of the porter's question on his fellow travelers. He remembers the porter as the one who was on the train the only time he ever traveled on a pass and he knows the porter has not forgotten the name he saw on that interesting piece of paper. He holds his head a little higher and throws out his chest and tries to look like the general manager of a railroad.

But when the train conductor comes around and says: "How do you do, Mr. Brown? Going up to Chicago with us tonight?" in the hearing of a car full of people, Brown's heart near bursts with joy and pride. The conductor also remembers the name from the previous pass, and when he sees that Brown carries only a ticket this time his cheerful familiarity falls off a shade or two, much to Brown's disgust. It is quite the proper thing for conductors and porters to remember your name and call it when you come aboard. It makes you feel very important and helps the road, for you cannot but feel friendly to a concern in which you are important enough to be remembered and called by name.

The book agents understand the value of knowing a man's name and calling him by it. In the confessions of a woman who was once a very successful book agent, she said:

"I never lost a sale after I discovered the potency of knowing and using a man's name when addressing him. But it is fatal when you pick out the man who does not own the name, or if you ask some one in his hearing, 'Which is Mr. Smith?'

"When I wanted to sell a man a book I learned his name and identified him with it. Then I approached him and said: 'Mr. Smith, I was recommended to come to you and show you a book I have and which I am offering to only three of the leading lawyers.' Smith is a lawyer, you know. If he had been a shoe dealer I should have substituted that for lawyer. 'I understand, Mr. Smith, that you have one of the best and most interesting and unique libraries in town, and I know that after you have seen my book you cannot afford to leave it out of your fine collection.' Smith probably has about 10 books, but it is a library to him, and he is seldom honest enough to let you go away with the truth. So, if you manage it properly, you will land Smith. At all events, it is your own fault if you do not, because you have got his attention and respect and interest by calling him by his name, instead of having to ask him what it is. This is an old trick, but it works nine times out of 10. It would seem that all men must know it by this time, but whether they do or not, and no matter how often it has been worked on them, they always bite when the bait is thrown to them again. I like to be called by my name myself when some one, a stranger, drops in on me. I believe I'd buy a book myself if a book agent were to walk in and say: 'Miss Connor, I was recommended, etc.' and I've been in the business. That's the secret of the whole thing."—[Kansas City Star.

COLONELS HASKINS AND RANDOLPH.

Following the successive appointments of Colonels A. C. M. Pennington and Royal T. Frank to be brigadier generals in the United States army, come the promotions of Lieutenant Colonel W. L. Haskins, Second artillery, to be colonel in that regiment in place of Brigadier General Pennington, and of Lieutenant Colonel Wallace F. Randolph, First artillery, to be colonel of that regiment in place of Brigadier General Frank. Both these officers are well known in Newport. Colonel Haskins was in command of the batteries stationed at Fort Adams during the summer of 1898, when Colonel Pennington was absent on volunteer duty, and Colonel Randolph was attached to Fort Adams a number of years ago and has been a frequent visitor in recent years in Newport, where he has family connections, having married a member of a well known family.

"A HOT OLD TIME" IN TOWN LAST NIGHT.

A good sized audience at the Opera House last evening saw and laughed at one of the funniest farce comedies ever shown on the local stage. It was called "A Hot Old Time," which exactly expressed it. The comedy from beginning to end was full of the liveliest fun imaginable. The scheme of the comedy involved the masquerading of a young Yale football player, Jack Treadwell, as Larry Mooney, an excitable old Irishman. The complications which arose from the similarity of the two made the fun of the play, and there was no let-up in the amusing situations, except to introduce a number of clever specialties in song and dance.

The company was one well adapted to the various characters. Dan Gracey as Larry Mooney was irresistibly funny and his many little sideplays were capitally executed. Frank Wesson as Jack Treadwell was very successful in imitating those eccentricities, and at times it was difficult for the audience to tell whether the original character or his counterpart was on the stage. J. P. Lester as the irascible General Blazer, G. Carlton Frye as Alkali Ike from the Woolly West, and Frank Morrell as Cholly Knickerbocker, were all good. Miss Ada B. Burnett as Mrs. Blazer was excellent in her part, and with Dan Gracey did her share of the good work in a number of specialties. Miss Lottie Walters and Miss Flora Evans, as Blossom and Cherry, Blazer's daughters, were pleasing in their respective parts, and clever in songs and dances, and the Fanchonetti sisters executed a number of clever dances. The finale of the second act, with negro songs and a cake walk, was especially well received.

LOCAL BRIEFS.

—Mr. L. D. Davis was ill at his office yesterday, but the reports regarding his sickness have been greatly exaggerated. While the condition of his health is not satisfactory, it has not changed essentially during the past few days.

DeBlois & Eldridge have rented for Mrs. J. Van D. Reed her villa on the westerly side of Bellevue avenue, near Wheatland avenue, to Mr. Hamilton W. Cary of New York for the season of 1900.

THE FADING OF THE COQUETTE.

"The pathos of the woman who dresses too youthfully has not been recognized always," said one who was young enough to dress as she wanted to, and so indifferent to the subject that she never cared how she looked, "and persons are likely to look upon her as rather ridiculous. But she is always saddening to me. It is not only the thought of fighting old age that depresses one. That is bad enough. But sometimes an added element of sorrow is to be detected in these attempts to help stay youthful. The other night at the theatre two persons sat in front of me who showed in the most striking way the saddest phase of the woman's attempt to keep young. They were man and wife. She was a few years younger than he, who looked about 50. But the difference between them was greater than the few years measured. He was still in the prime of life. She was getting old. A few years more would make her visits to the theatres with him much less frequent. She was older, as it was, than most of the women around her.

"When she took off her hat a white ribbon bow, jauntily tied in her hair, was disclosed. It seemed a pathetic struggle against the coming of old age. She knew that the man sitting next to her loved youthfulness in women and all that estate implied. He liked to see them smartly dressed, stylish, and animated, in the way that young women can be, and old ones can never be. To represent that age was far beyond her power, she could only dress as youthfully as she could, adopt every device to make herself seem of the age he admired so much, and come as nearly as possible to filling his ideal of what a woman should be like.

"In this view of the case, that little bow in her hair, looking absurdly out of place on a woman of her age, was infinitely pathetic and touching. It was one way in which she was trying to keep what represented nearly everything in the world to her the love of her husband. It is all very well to say that affection between man and wife should be founded on a basis which has nothing to do with the looks of either. But that is better in theory than in practice. A woman knows that if she wants to keep a man's affection it must be done by making herself as attractive to him as she can in every way, and looking as he wants her to is one of the ways of doing that. It is easy to say that a woman may make herself absurd, even in the eyes of her husband, if she dresses in a manner entirely unsuited to her age. But her mistake is perfectly natural and human. She wants to hold on to all she has, and take the means of doing it that she thinks best. There are some men to whom no other appeal can be made. It is the wives of such men as that who have the hardest struggle when their fading begins. It is an injustice to any woman to think she's a fool because she dresses herself in a way appropriate to one half her age. She may have a motive for it that means a great deal to her."—[New York Sun.

TUMBLERS.

A new invoice of thin flint glass tumblers at

50c. A DOZEN.

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Just arrived, a cargo of the genuine

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FREE THIS WEEK!

A little book on Teas and Coffees, which contains more information, for its size, than any other book published on the same subject. It will teach you to buy Teas and Coffees economically. There is no need of paying from 90c. to $1 a pound for teas, as any price above 47c. is profit. The greatest thing in buying teas economically is to buy them with plenty of strength and use half the quantity. With our large trade and many years experience, we do not hesitate to say that we give the biggest value in Teas and Coffees ever offered.

TEAS—A fine Formosa or English Breakfast tea, per lb., 30c.; a fancy tea, per lb., 37c. to 43c.; finest Formosa, English Breakfast, or Ceylon, 47c.

COFFEES—If you like a strong coffee, you want a coffee with more Mocha and Java. Mocha is cheaper than Java, and you would want to buy a 20c. or a 25c. coffee. If you like a mild coffee, almost all Java fancy flavor, you would want to buy the best Java for 30c. a pound. Our Golden Cup Brand Mocha and Java, 1-lb. can, 23c.; 2-lb. can, 45c.; 5-lb. can, $1. We believe this is the best canned coffee ever offered to the public. Hotel Coffee, one-half Cereal and one-half Coffee, 1-lb. tin, 25c.; Elite Cereal Coffee, per package, 15c.

FLOUR—Our XXXX flour we consider the best in New England.

BUTTER AND EGGS—We always have on hand the finest butter and the freshest eggs.

POTATOES at farmers' prices.

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As I am about to retire from the music business F. W. Greene will sell the balance of my stock of

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Including six pianos and one parlor organ, piano stools, show cases, piano-cover, etc., at 172 Thames street, beginning Thursday, Oct. 19, at 2:30 P. M., and continuing until stock is closed out. Inspection invited.

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The Many-Sided Franklin, by same author.
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Bound uniformly with "Mr. Dooley in Peace and War."

TRAMPING WITH TRAMPS, by Josiah Flynt.
MICHAEL ROLFE, ENGLISHMAN, by Mary L. Pendered.
DEWEY AND OTHER NAVAL COMMANDERS, by Edward S. Ellis.
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First volume of the Home Study Circle Series, entitled POPULAR STUDIES IN LITERATURE, containing biographies of Robert Burns, Sir Walter Scott and Lord Byron.

Geo. H. Carr, Daily News Building.

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The latest Watch Cases are handsomer and better fitted than ever before.

The prospective buyer should examine those I have recently bought, to see something that is really fine, and at the same time lower in price than ever.

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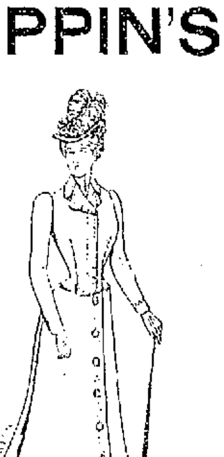

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We sell an All-Woo Cheviot Skirt for $3.98; usuallysold for $5.

Also Cheviot Serge, with overskirt and five rows of silk stitching, pointed effect, for $4.98.

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—AT—

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